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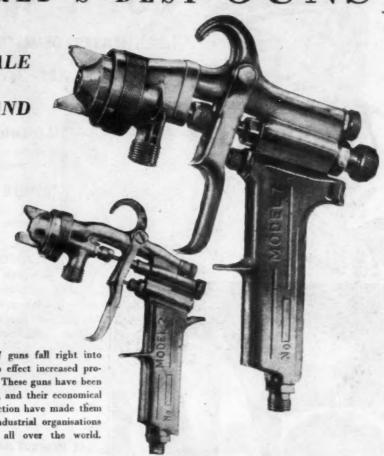
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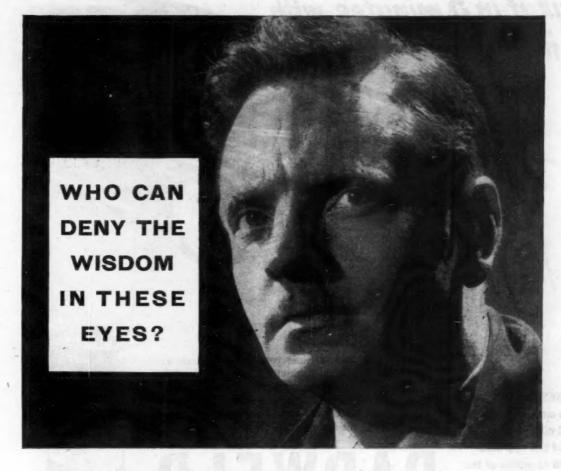
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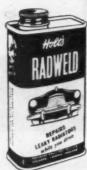
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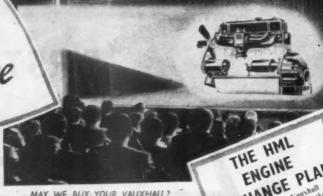
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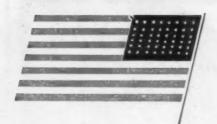
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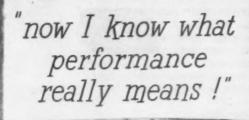
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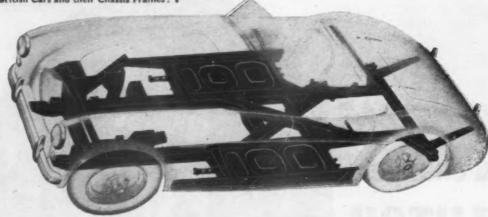
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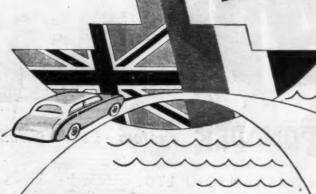
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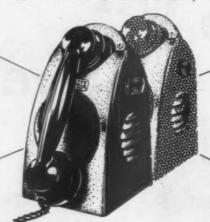
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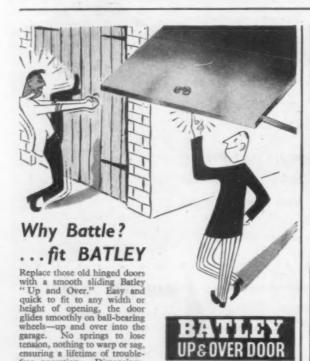


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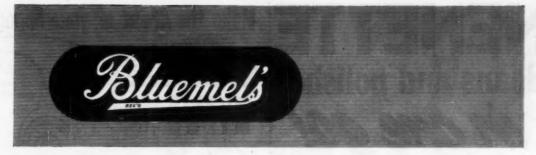
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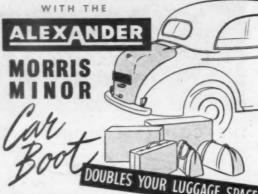
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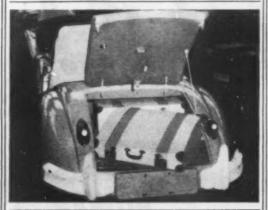
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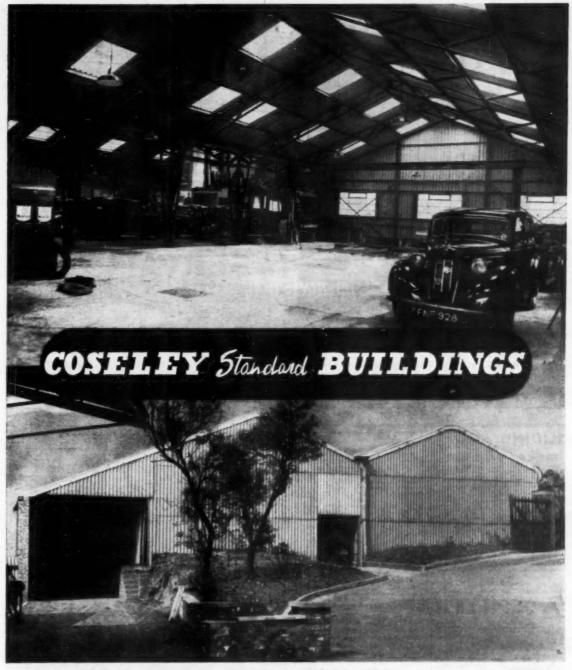
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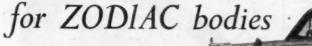


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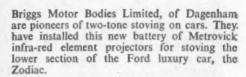






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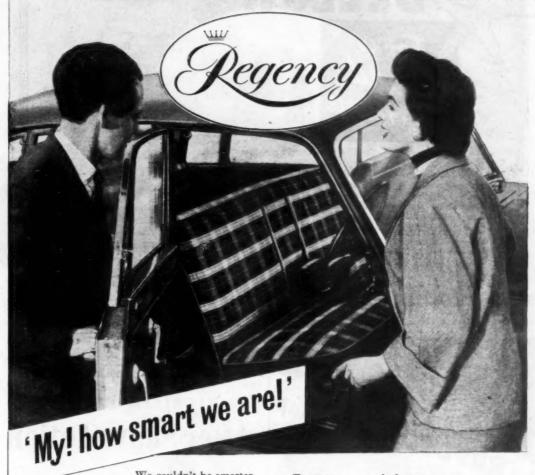
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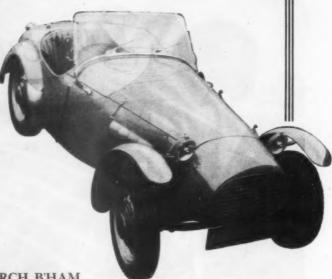
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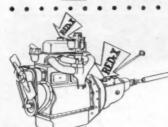
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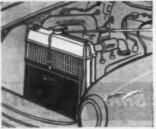
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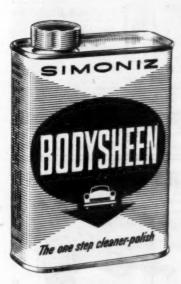
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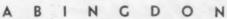


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Outwardly Efficient

HE most obvious aspect of sports car evolution over the last 20 years has been the change in external appearance. Now that the aerodynamic envelope is commonplace, it seems incredible that the angular traditional shape, which scoffed at aerodynamics, could have survived so long. But the angularity was firmly rooted in functional splendour and aerodynamic styling had, quite rightly, to show its advantages before the traditionalists would relinquish their hold. Even now, one or two traditionally styled sports cars survive, notably amongst those whose performance is not intended to be over-ambitious in terms of maximum speed. logical because streamlining effects increase disproportionately with speed. However, this should not be used as an excuse for anachronistic styling. Frontal resistance is not the only factor; cross-winds rob cars of speed, too. In fact, of course, customer preferences and production considerations exert a strong influence. It would be foolish if no manufacturer took advantage of the conservatism which expresses itself the world over in vintage and veteran events.

Some of the almost phenomenal achievements of small-engined modern sports cars are owed to a good aerodynamic shape, though their assessment is difficult alongside the increased extraction of power that has proceeded steadily over the past few years. One of the reasons for the paucity of data concerning automobile streamlining is the fact that aircraft have dominated the scene; the car technique has been a borrowed one, with a very great intrusive factor in the shape of the ground on which the wheels run. It is quite difficult to simulate the exact conditions applicable to cars, even in a wind tunnel. Moreover, the best brains in aerodynamics are inevitably occupied with aircraft problems, particularly at a juncture when the

supersonic realm is being entered.

Even so, sports car progress has been meteoric, and the Grand Prix car is looking uneasily over its shoulder. Some of last year's sports car speeds were extremely close to Grand Prix speeds in comparable conditions

Open or Closed?

N the infant days of motoring, saloons were hardly known and if it rained there was nothing except the driver's leather helmet and his wife's enormous hattied with muslin under the chin-to protect against hazards of the weather. Speed was rarely sufficient to provide any serious challenge to the tradition of Edwardian deportment upheld by the occupants as they perched stiffly upright on their hard seats. That was motoring at its most leisurely; risky, too-or so the frightened pedestrians thought until the sight of a carriage bowling along under its own noisy steam (often sic) became more usual on the dusty roads. Evolution is

accepted warily by the British public. Speeds increased, and at 30 to 35 m.p.h. battling against the wind became a little uncomfortable. The motoring world put its heads together and the result in the 1920s was the firm establishment of a closed car which, unlike the leather hoods of the landaulets, kept out the dirtiest of the minutiæ and the wettest combinations of hydrogen and oxygen. Solid roofs soon began to push down the height of seats, and in consideration for the tenderest portions of the human anatomy, suspensions improved beyond measure. But still the enthusiasts clung to their touring cars, and speeds were not yet high enough to take the joy out of an unprotected view of the countryside. And what a joy it was, with the wind playing through those luxuriant Georgian confections, ruffling them like a field of wheat! There was more protection, it is true, as design advanced and bodies became lower, but with the speed potential ever rising discomfort increased, too, and the wheat is now in great danger of being blown down by the storms. But although this may be the reason why many a sporting driver is forced saloonwards-sports saloonwardslet us keep up his fiction that the only consideration is aerodynamics. It sounds so much better-and masculine



SPORTS CAR

SEEKING THE SIMPLE DEFINITION:

AN UNREWARDING PURSUIT

HASING the will o' the wisp has always been a fascinating pastime to humanity, with the philosopher realizing that it is well-nigh the perfect pursuit. If you could ever catch the pretty little methane flare it would prove intangible and not to be immobilized into permanency; and dead flames mean dust and ashes, with all the world of disillusionment that lies behind that expression.

The sports car, despite its tangibility, is a will o' the wisp. We all know what it is, yet none of us can define it. The trouble lies in the lack of precision at the dividing line. No one, looking at the Le Mans winning Ferrari last year, was disposed to describe it as grandma's town carriage; nor would anyone describe a mayoral Daimler as the sports car of the year. But what about the Bristol 405? Or the near-vintage 1½-litre Riley?

Very little help can be gained from the international regulations. They serve the purpose of racing, it is true, but in spite of their complexity they have not succeeded in preventing the sports car—which has moved a long distance from what the man in the street understands of that term—from nudging the Grand Prix machine. You might say that the Type D Jaguar is unmistakably a sports car because it has room (just) for a second occupant; but it must also be admitted that the Grand Prix Mercedes, streamline version, would also accommodate two abreast

if the necessary hole were cut in the body envelope. Besides, our definition must be one which permits sports car recognition by the kerbside or in the paddock—cursory, in other words. This certainly cannot be derived from Appendix C of the International Sporting Code, which wades solemnly through weight, body dimensions, mudguards, hoods, windscreens, closed bodies, windscreen wipers, self-starters, rear mirrors, silencers, spare wheels, warning apparatus, electrical equipment and lighting; there is even a tailpiece containing special provisions. No, the will o' the wisp that was dancing in this direction has only too obviously lost its way in a jungle of marsh grasses.

The ordinary motorist must therefore seek something simpler, a term with well-defined edges on which no car can teeter while enthusiasts try to push it on to one side or the other. That is the downfall of the generalization so often quoted, namely that the sports car is a machine which does everything that the comparable family example can do, but a little better. This is not a watertight compartment because it has been known in the past for a family car to exceed the performance of its sports counterpart.

The inquiring mind, therefore, is left to explore the specification in an effort to find a single characteristic—not more than three or four, anyway, if the issue is to remain clear—which belongs specifically to the sports car

and not to the ordinary saloon, or vice versa. Cataloguing by price is hopeless from the start, because there have been cheap sports cars and expensive family vehicles

since the beginning of the century.

Is there any solution in the well-known economists' yardstick for car value, cost per lb weight? Roughly, the Bristol 404 costs about £1 a lb (without purchase tax), but at the more expensive emporium down the street, the Bentley Continental can also be bought at £1 4s for each lb of weight. The Jaguar XK140 shares a price ticket of about 8s a lb with the M.G. Midget and the Daimler 3½-litre Regency; the figure for the Rolls-Royce Silver Dawn is 15s a lb, and for the Aston Martin DB2-4, 14s. So much for the grocer's bill, and we can dismiss it with no more thought than the housewife gives to this week's shopping list.

Number and arrangement of cylinders lead nowhere, nor do bore and stroke, but maximum output and maximum torque are sometimes regarded as a promising pas de deux. Is there a neat solution in these figures? The Austin Hereford, which no one would call a sports car, has an engine capacity of just over two litres (2,199 c.c.), a power output of 68 b.h.p. at 3,800 r.p.m. and a maximum torque of 116 lb ft at 1,700 r.p.m. On the other hand, the Morgan Plus Four 2-seater of just over two litres (2,088 c.c.), unmistakably a sports car, has a b.h.p. of—what do you think?—68 at 4,200 r.p.m., and a maximum torque of 112 lb ft at 2,000 r.p.m. No possibility of a crisp definition here, so we pass impatiently to the next consideration.

At one time compression ratios formed a ready means of recognizing high performance; so they do today, but a high performance car is not necessarily a sports car. America, for one, has seen to that, with her premium fuels of an incredibly high anti-knock rating, which permit compression ratios of, for instance, 8.4 to 1 on Buicks. The 404 Bristol has a compression ratio of 8.5 to 1 and we are back again where we started. Besides, any dividing line here might introduce as a sports car the Borgward 1800D diesel, with a compression ratio of 19.8 to 1! Certainly the combustion chamber flame is in the true will o' the wisp tradition (especially if the fuel is methanol) but it is clear that any glimmer of hope on these lines has disappeared along the exhaust pipe with the illusory flame.

In these days when the utmost power is being extracted from the medium-sized engines for the slab-sided delectation of family motorists, it is no use looking for help to the shape of the combustion chambers or the position of the valves. O.h.v. in a hemispherical head will reciprocate for you in a Chrysler Crown Imperial but no one would think of entering one at Le Mans. As for overhead camshafts, the Wolseley Six-Eighty has one, thus providing another definition with a woolly edge—aptly so, if one thinks of it, because the original firm was the Wolseley sheep-shearing company.

The goal seems almost within reach from a superficial glance at the number of carburettors, since all three-carburettor models are sports cars. Alas, the hope recedes when one remembers that two carburettors are shared indiscriminately by cars of both sports and family range. Multiple carburettors and petrol injection provide an added complication.

Transmissions are no help at all, nor are the details of suspension, brakes, electrical equipment and so forth and, in fact, overall dimensions give the next flicker of hope. If there is anything which characterizes the sports car in the eye of the casual beholder, it is the low overall height.

WILL O' THE WISP



The exciting probability occurs that for general purposes a height limit might be imposed, above which a car ceases to be a sports model, and if the exploring eye is selective in scanning the dimensional columns, a figure of about 5ft 3in begins to look promising. One is certainly a little shaken to discover that the American Hudson models come within this limit, three of them being in the neighbourhood of 5ft and the Italia much lower. The Italia is indeed a sports car, and as to the others, a picture is conjured up of the clever frame design, in which the side members pass outside the rear wheels in order to obtain a low overall height. One feels that Hudsons in general might well be admitted into the select coterie. Unfortunately, however, there are others which cannot be accepted, even by leaning over backwards. The Austin A.30, for instance, which opens the door of memory to several other tiddlers whose mothers did not feed them with enough spinach. And on the other side of the fence is the Bentley Sports-the "Silent Sports Car" you remember—which is 3in above our proposed figure, although the Continental scrapes by.

From this point the slide rule mind begins to think in terms of overall height as a ratio to overall length. Rolls-Royce Silver Dawn, 3.04 to 1; Hudson Hornet, 3.5 to 1; Swallow Doretti, 3.2 to 1; A.30, 2.3 to 1; Kieft, 3.3 to 1,

SPORTS CAR WILL O' THE

and the Riley 1½-litre 2.9 to 1. Let us hypothesize once more, dear friends, taking a basic ratio of 3.1 to 1. Of those cars already quoted we find that accepted sports cars are firmly above this critical figure with the exception of our old near-vintage friend, the 12-litre Riley, which has a ratio of 2.93 to 1. While the Riley could, by stretching a point, be shut out of the sports category, the Sunbeam Mark III cannot, yet it combines a ratio of length to height of about

2.7 to 1 with an outstanding sporting record.

So the chase is resumed. The International Sporting Code imposes weight limits for various classes of sports cars, but this definition leaks badly where the layman's sports car is concerned. It cannot rest on power-weight ratio, either, for that sprite has been pursued many times in the past. One single example kills this possibility at the outset: the 1955 Packard has a power-weight ratio of 1:7.4 (b.h.p. to kilogrammes) and the Aston Martin DB2-4 ratio is 1:8.4. Link it to capacity? Now we are chasing a formula, with supercharging to make life more complicated.

Where do we go from here? In the quarters where

PRINCIPAL DESIGN AND PERFORMANCE CHARACTERISTICS OF

Make and Model	A A Paragement of the paragraph of the p					Overall Gear Ratios	Front	Rear	Wheelbase	Track	Weight	Type of Body	Bricish Basic Price		
ABARTH		m.m.	c.c.								ft. in.	fc. in.	fb.		٤
Spyder 207A	4-I.L.	68 x 75	1,089	O.P.	2-WE	9.0	66 : 6,000	_	I.C.	C.	6 82	4 04	1,148	0.2-str.	-
A.C.	6-1.L.	65 × 100	1,991	o.c.	3-SU	8.0	85 : 4,500	3.6, 5, 7.2, 12.3	I.Tr.	1.Tr.	7 6	4 2	1,685	0.2-str.	1,015
ALFA ROMEO Giulietta Sprint 1900 C*	4-1.L. 4-1.L.	74 × 75 84.5 × 88	1,290	2 O.C. 2 O.C.	1-SO 2-SO	8.0	65 : 6,000 115 : 5,500	4.6, 6.2, 9.6, 16.3 (3.9), 4.6, 5.8, 7.9, 11.7	I.C.	C.	7 92 8 21	4 2 4 4	1,892 2,200	C.2-str. C.2-4-str.	-
ALLARD Palm Beach*	4-EL.	79.4 × 76.2	1,508	O.P.	1-ZE	6.8	47 : 4,400	4.1, 6.96, 13.5	I.C.	C.	8 0	4 3	1,848	0.3-str.	720
D.8. 2-4 D.B. 35	6-1.L. 6-1.L.	83 × 90 83 × 90	2,922 2,922	2 O.C. 2 O.C.	2-SU 3-SO	8.2 8.5	140 : 5,000 210 : 5,500	3.7, 5, 7.4, 10.9 3.7, 4.7, 7, 10.9	I.C. I.Tor.	C. D.D.	8 3 7 3	4 6 4 1	2,632 1,892	S.2-4-str. 0. 2-str.	1,925 2,600
AUSTIN- HEALEY Hundred	4-L.L.	87.3 × 111.1	2,660	O.P.	2-SU	7.5	90 : 4,000	(3.1), 4.1, (4.1), 5.8,	I.C.	<u>1</u> -E.	7 6	4 24	2,176	O. 2-str.	750
100 S°	4-L.L.	87.3 x 111.1	2,660	O.P.	2-SU	8.3	134 : 4,700	(7), 9,3 2.9, 3.9, 5.6, 9.0	I.C.	₫-E.	7 6	4 41	1,888	O. 2-str.	1,125
BENTLEY Continental	6-1.L.	95 x 114	4,875	0.1.	2-SU	7,25	_	3.1, 3.7, 4.8, 813	I.C.	 ₫-E.	10 0	4 10	-	S. 4-str.	4,600
BRISTOL 404	6-I.L.	66 x 96	1,971	O.P.	3-50	8.5	105 : 5,000	3.9, 5, 7.1, 14.1	I.Tr.	Tor.	8 04	4 6	2,290	S. 2-str.	2,350
CHEVROLET Corvette	6-I.L.	90.5 x 100	3,860	O.P.	I-CA	8.0	152 : 4,200	Torque Converter	I.C.	±-€.	8 61	4 11	2,706	O. 2-str.	_
Mark IIC Lightweight	4-1.L. 4-1.L.	63.5 × 92.5 63.5 × 92.5		S. S.	1-SO 2-SU	7.0 7.0	36 : 4,400 36 : 4,400	5.5, 9.7, 16.9 4.7, 8.3, 14.4	Tr.	C. C.	6 11 7 0	3 9 3 9	1,288	O. 2-str. O. 2-str.	477 542
FERRARI 500 Mondial 750 Monza	41.L. 41.L.	90 x 78 103 x 90	1,985	2 O.C. 2 O.C.	2-WE 2-WE		170 : 7,000 255 : 6,200	4.6, 5, 6.6, 8.8, 11.8 3.9, 4.3, 5.7, 7.6, 10.2	I.C.	D.D. D.D.	7 4	4 2½ 4 2½	1,715	O. 2-str. O. 2-str.	=
FIAT 8V	8-V.	72 x 61.3	1,996	O.P.	2-WE	8.5	105 : 6,000	4.4, 5.6, 7.8, 12	I.C.	I.C.	7 101	4 25	2,046	C. 2-str.	-
FORD (U.S.A.) Thunderbird®	8-V.	95.3 × 83.8	4,785	O.P.	I-FO	8.1	193 : 4,400	3.7, 5.5, 8.7	I.C.	₫-E.	8 6	4 8	_	O. 2-str.	-
FRAZER NASH* Le Mans Targa Florio Mark II Sebring Fast Roadster	6-1.L. 6-1.L. 6-1.L. 6-1.L.	66 x 96 66 x 96 66 x 96 66 x 96 66 x 96	1,971 1,971 1,971 1,971 1,971	O.P. O.P. O.P. O.P.	3-SO 3-SO 3-SO 3-SO 3-SO	8.8 8.8 8.8 8.8 7.5	142 : 5,750 142 : 5,750 142 : 5,750 142 : 5,750 142 : 5,750 107 : 5,000	3.6, 4.7, 6.6, 10.7 3.6, 4.7, 6.8, 10.7 3.6, 4.7, 6.6, 10.7 3.6, 4.7, 6.6, 10.7 3.6, 4.7, 6.6, 10.7	I.Tr. I.Tr. I.Tr. I.Tr. I.Tr.	Tor. Tor. D.D. D.D. Tor.	8 0 8 0 8 0 8 0 8 0	4 6 4 6 4 6 4 5 4 6	1,904 1,680 1,456 1,680 1,848	C. 2-str. O. 2-str. O. 2-str. O. 2-str. O. 2-str.	2,250 2,250 2,250 2,500 1,650
H.R.G.	4-I.L.	73 x 89.6		2 O.C.	2-50	8.0	108 : 5,750	4, 5, 7.7, 12.3	LTr.	I.Te.	8 0	4 0	1,596	O. 2-str.	_
JAGUAR XKI40 D-type	6-1.L.	83 x 106 83 x 106	3,442 3,442	2 O.C. 2 O.C.	2-SU 3-WE		190 : 5,500 250 : 6,000	3.5, 4.8, 7, 11.9 2.8, 3.6, 4.6, 6	I.Tr. I.Tor.	i-E. Tor.	8 6 7 6	4 31 4 2	2,770	O. 2-str. O. 2-str.	1,127

Various afternative fi tments available.

WISP . . . continued

performance really matters, the answer is aerodynamics. But this imposes a limitation on a car's shape which must narrow until ultimately only the single outline of perfection is permitted. The sports car designer who reaches the one true streamlined shape first should theoretically steal a march over his fellows. In that case, the layman may argue, let the sports car be defined as a model that conforms with acceptedly good aerodynamic standards. But who is to define them and how can the scrutineer, with the accepted formula as his criterion, be provided with measuring implements able to tell him if a scaled-down or scaled-up version complies with the standard laid down? If experts could not decide, the layman would not have much hope.

A picture of absurdity enters the mind. There have in the past been one or two mobile cigars drifting, highly coloured, about the road, usually with uncigar-like tail fins. The bonnets of these eye-catchers have been known to shelter pathetic little four-cylinders which, in one of Casque's favourite phrases, would not pull the skin off a rice pudding. We now visualize something beautifully aerodynamic which fits in with the sports car formula but conceals only 250 c.c. of two-stroke beneath its crust. Even so, we must be careful how we apply the description "absurd." The winner on handicap at Le Mans last year was Bonnet and Bayol's little blue D.B.-Panhard—cigarshaped, if flattened, and with a two-stroke engine of 745 c.c. under the bonnet; its speed was 83.7 m.p.h., maintained for 24 hours. Quite a sports car.

The marsh becomes even more treacherous; the glimmer of the will o' the wisp recedes until it is no more than a pinpoint on the horizon. We are, alas, bogged down. The layman's sports car definition has stubbornly kept its reputation for elusiveness and it is plain that it cannot be sought via the well-known details of specification. Like all those who find failure staring them in the face, the motorist seeks desperately for a last fluke which may give some chance of success. No immediate detail comes to mind which will segregate the sports car from the family saloon, and it is doubtful if any such detail exists. Perhaps it is the moment to relax, with the comforting thought that, definition or no definition, the motorist has little difficulty in labelling a car in any place or any time. It is "sports" or "family" instinctively, and there are no two ways about M. B.

REPRESENTATIVE SELECTION OF THE WORLD'S SPORTS CARS

Make and Model	No. and Arrangement of Cylinders	Bore and Stroke	Engine	Valve	Number and Make of Carburettors	Compression	B.H.P. @ Specified R.P.M.	Overall Gear Ratios	Front	Rear	Wheelbase	Track	Weight	Type of Body	British Basic Price
JENSEN		m.m.	c.c.								ft. in.	ft. in.	lb.		6
Model 541	6-1.L.	87 × 111	3,773	O.P.	3-SU	6.8	130 : 3,700	2.9, 4.2, 6.8, 9.9	I.C.	₫-E.	8 9	4 4	2,9112	S. 4-str.	1,285
1100	4-1.L.	72.4 x 66.6	1,098	O.C.	2-SU	8,8	72 : 6,400	4.3, 4.9, 8.5, 14.5	I.C.	I.C.	7 6	3 10	1,200	O. 2-str.	1,100
Aurelia G.T	6-V.	78 × 85.5	2,451	O.P.	I-WE	8.0	118 : 5,000	3.7, 5.3, 7.9, 12.2	I.C.	D.D.	8 B2	4 34	2,420	C. 2-str.	2,450
LOTUS Mark 9	4-1.L.	72.4 × 66.6	1,098	o.c.	2-SU	9.75	75 : 6,250	4.1, 5.5, 8, 13.9	I.C.	D.D.	7 34	4 0	1,008	O. 2-str.	
MASERATI 1505°	4-1.L. 6-1.L.	81 × 72 84 × 90	1,484	2 O.C. 2 O.C.	2.WE 3-WE	8.75 8.5	120 : 7,000 250 : 6,500	4.8, 5.8, 6.2, 11.3 4.5, 5.4, 6.4, 9.6	I.C. I.C.	D.D. D.D.	7 01 7 7	4 14 4 3	1,320	O. 2-str. O. 2-str.	-
MERCEDES- BENZ 190SL 300SL*	4-I.L. 6-I.L.	85 × 83.6 85 × 88	1,897	0.C. 0.C.	2-50	8.6 8.55	122 : 5,700 240 : 6,000	3.7, 4.8, 7.4, 12.6 3.4, 4.5, 6.3, 10.7	I.C.	C.	7 10i 7 10i	4 101	2,376 2,551	O. 2-str. C. 2-str.	3,100
M.G. Midget TF T.F.(1500)	4-I.L. 4-I.L.	66.5 × 90 72 × 90	1,250	O.P. O.P.	2-SU 2-SU	8.0 8.3	57.5:5,500 63:5,000	4.9, 6.8, 10.1, 17.1 4.9, 6.8, 10.1, 17.1	I.C. I.C.	↓-E. -E.	7 10 7 10	4 2 4 2	1,988	O. 2-str. O. 2-str.	550 550
MORGAN Plus Four Plus Four TR	41.L. 41.L.	85 x 92 83 x 92	2,088 1,991	O.P. O.P.	1-SU 2-SU	7.0 8.5	68 : 4,200 90 : 4,800	4.1, 5.6, 8.1, 13.9 3.7, 5.2, 7.4, 12.9	I.C. I.C.	∦-E. ∮-E.	8 0 8 0	3 11	1,792	O. 2-str. O. 2-str.	555 595
OSCA 1500 Sport	4-I.L.	78 x 78	1,490	2 O.C.	2-WE	8.8	110 : 6,200	3.9, 5.2, 7.8, 13	I.C	1-E.	7 28	3 114	1,650	O, 2-str.	-
PANHARD Dyna Junior	2-H.O.	85 x 75	850	O.P.	1-50	7.2	42 : 5,000	(4.7), 6.2, 9.2, 16.5	LTr.	Tor.	7 0	4 0	1,397	O. 2-str.	771
PEGASO 102 B.28*	8-V.	85 × 70	2,816	2 O.C.	I-WE	7.2	: 6,300	(3.8), 4.4, 5.8, 8.5, 13.1	I.Tor.	D.D.	7 8	4 4			200
PORSCHE 550 1500 Super	4-H.O. 4-H.O.	85 x 66 80 x 74	1,498	2 O.C. O.P.	2-5O 2-5O	8.5 8.2	110 : 6,200 70 : 5,000	3.6, 4.9, 7.7, 13.9 3.5, 5, 7.9, 13.9	I.Tor. I.Tor.	Tor. Tor.	6 101	4 24 4 24	1,344	O _e 2-str. C. 2-str.	2,715
SALMSON 2300 Sport	4-I.L.	84 × 105	2,328	2 O.C.	1-50	7.5	110 : 5,000	3.6, 5, 7.9, 10.8	LTor.	₫-E.	8 10	4 6	2,673	S. 2-str.	-
SINGER S.M. Roadster*	4-I.L.	73 x 89.4	1,497	O.C.	1-50	7.47	49 : 4,200	4.9, 6.1, 9.5, 14.5	I.C.	↓-E.	7 7	3 101	1,736	4-str.	510
SUNBEAM Alpine	44.L.	81 × 110	2,267	O.P.	1-ST	7.5	80 : 4,400	(3.3), 4.2, 5.6, 9.2, 11.9	I.C.	j-€	8 12	4 24	2,856	O. 2-str.	855
SWALLOW DORETTI Mark I	4-1.L.	83 × 92	1,991	O.P.	2-SU	63	90 : 4,800	(3.0), 3.7, 4.9, 7.4, 12.5	I.C.	ş-Ε.	7 11	4 0	2,030	O. 2-str.	777
TRIUMPH TR2	4-I.L.	83 × 92	1,991	O.P.	2-SU	8.5	90 : 4,800	(3.0), 3.7, 4.9, 7.4, 12.5	LC.	}-E/	7 4	3 9	1,960	O. 2-str.	625

[·] Various alternative fitments available

NEWS and VIEWS

Paris Festivities

CROSS - CHANNEL holiday makers will find Paris holding its Grande Fête on May 21 and 22, with a great procession of decorated floats, a kermesse with folk dancing, and large firework displays.

Motel for Norway

NORWAY'S first motel will be ready for use before Easter. Like the motels in America and Britain, that in Norway is designed primarily for motoring tourists. There are fifty small cabins, each with its own cooking facilities, and the car can be driven close alongside or into the nearby car park. No announcement has yet been made of the scale of charges.

Two Tests

TWO interesting cars will be road-tested in *The Autocar* of April 8: the Austin Cambridge A.50 and the Lancia Aurelia Series II saloon. The issue will include the first instalment of a story on development of the TR2 and, of course, regular weekly features, such as reports of weekend sporting events, motoring news, descriptions of accessories for the motorist, and so on.

D.K.W. Prices Cut

A LTERATIONS in the prices of the Auto Union D.K.W. range of cars now in operation are: four-seater saloon, basic price £597, purchase tax £249 175 6d, total in this country £846 17s 6d (former total price £948 17s 6d); de luxe fixed head coupé, basic £632, tax £264 9s 2d, total £896 9s 2d (£983 6s); four-seater cabriolet, basic £785, tax £328 4s 2d, total £1,113 4s 2d (£1,151 9s 2d); two-seater cabriolet, basic £925, tax £386 10s 10d, total £1,311 10s 10d (£1,287 9s 2d). There is also a station wagon, the price of which is £688, tax £287 15s 10d, total £975 15s 10d. The latest models have a larger (9½ gallon) fuel tank, and an interior heater is standard. British con-



Striking Anglo-Italian combination is this Jaguar XK120 with a coupé body built by Pinin Farina, of Turin, for an American enthusiast. The frontal appearance is derived from the original Jaguar line, of which Farina speaks highly. The tail houses a luggage compartment of considerable size, and the large, wrap-round rear window gives almost a hard top appearance. The body lines are full, and there is a pronounced tumble home above the waist

cessionaires are A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.

New Ferry Ship

A NEW ship, designed for the carriage of over 80 laden road haulage vehicles, trailers and containers, has been ordered for the Preston—Northern Ireland service by the Atlantic Steam Navigation Co., Ltd., of London, primarily for the carriage of commercial cargoes, with special accommodation for the drivers, but there will also be facilities for a limited number of first-class and tourist passengers, and private cars will be carried

For the Injured

By an agreement between the Ministry for Local Government and vehicle insurance companies in Eire, an organization is to be established known as the Motor Insurers' Bureau of Ireland to deal with the problem of the person who suffers personal injury or death owing to the negligent driving of a vehicle, but cannot recover compensation because the driver at the vehicle involved was not insured, or had insufficient cover. The bureau will see that, subject to certain conditions; such a judgment is satisfied. It is emphasized, however, that the scheme applies to personal injury only, and not to property. Such a scheme has been in existence in Britain for a considerable time.

A Convenient Tray

THERE are many occasions when a small table would be useful in the front compartment, for map reading, to support cups or a package of sandwiches. A simple tray, measuring approximately 15½ in by 6in, which hooks on to the edge of the parcel shelf when required, has been produced by the Kenning Manufacturing Co., 103, Dawlish Road, Selly Oak, Birmingham, 29, and is priced at 17s 6d, plus 1s 3d postage for individual orders.

plus Is 3d postage for individual orders. The two chromium-plated metal supports fold flat, so that the Kentray is easily stowed away when not in use; the upper ends of the supports are received behind the facia board and in conjunction with the cranked portions which rest on the lip of the parcel shelf they hold the tray quite firmly. Versions are available to fit the Ford Anglia and Prefect, Zephyr, Zodiac and Consul, Austin A.30 and Eight and Ten (1939-1947 models), Standard Eight and Ten, Morris Minor (excluding 1955 model), Cowley and Oxford, and Triumph Mayflower.



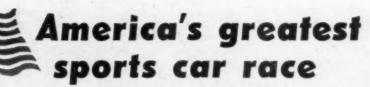
The Kentray in position

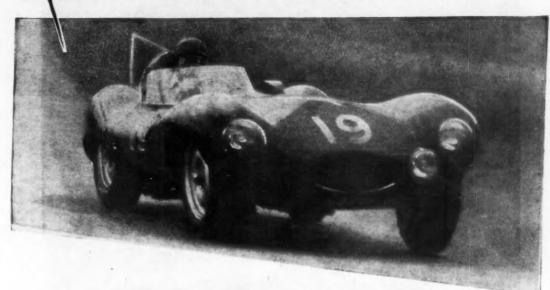
Switching the Lanes

GLASGOW Corporation is planning to ease the heavy load at rush hours on its main Clyde bridges by devoting three-quarters of the roadway to incoming traffic in the morning, leaving one lane for outgoing (southbound) traffic, and reversing the process in the evening when the main mass of traffic is moving southwards. Control will be by "Keep left" bollards, and more intensive supervision by the police. The experiment will be tried first on the Albert and Victoria Bridges, which have no tram lines to complicate the operation. There is precedent for such an arrangement at the Mersey Tunnel.



Rally driver Miss Sheila Van Damm is presented with an autographed copy of the new Highway Code by Mr. Denis O'Neill, Under Secretary, Ministry of Transport and Civil Aviation, at a ceremony organized by the Bond Street Association Ltd., of Landon, which was formed in 1924 to assist in traffic problems in the West End



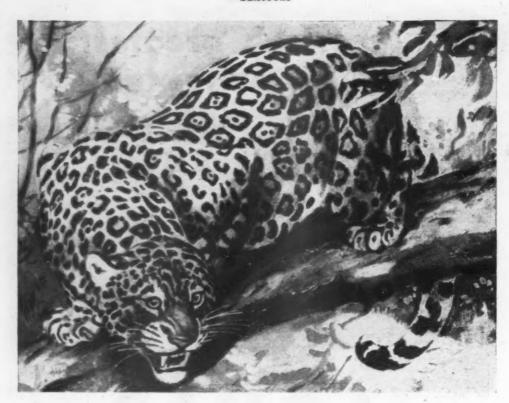


JAGUAR wins

FLORIDA INTERNATIONAL 12-HOUR GRAND PRIX OF ENDURANCE

SEBRING - 13 MARCH 1955

Driven by J. M. Hawthorn and P. Walters and entered by Mr. Briggs Cunningham a Jaguar 'D' Type won this important event outright against the strongest international competition, dominating the race throughout its 12 hours duration and establishing a new record for the course with an average speed of 79.3 m.p.h.



Why we took a Jaguar to Detroit

Records of speed and endurance races won show that under the flowing lines of the Jaguar automobile is an unusually fine engine . . . an engine we were more than ordinarily curious about.

You see, we had heard reports that despite this engine's high power output, its octane requirements were quite modest. And to our way of thinking, anything that might stimulate the building of more mechanical octanes into engines is a step in the right direction.

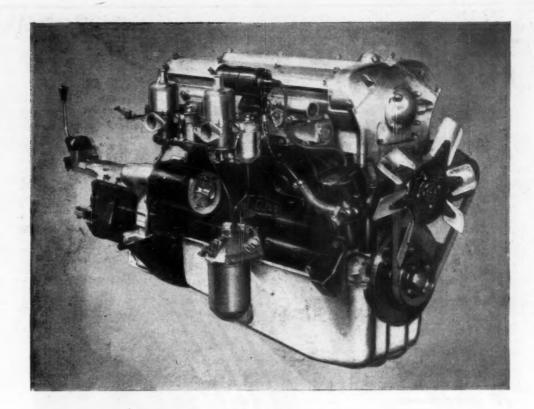
So we brought a Jaguar engine to our Detroit Research Laboratories and put it through a series of tests. The reports were true. It did have a relatively low octane requirement. And we felt pretty sure our friends in the engineering departments of the automobile manufacturers would be interested in our findings.

We took the Jaguar engine down, and exhibited the parts at special meetings for automotive people. Of course, American manufacturers producing cars in tremendous volume face entirely different problems from those of a maker of a limited-edition sports car. But judging from the interest and discussion, these meetings were a tremendous success.

These Jaguar meetings are just an example of Ethyl's work to make the most efficient use of every octane produced by the petroleum industry. We believe they illustrate an interesting point: because of its unique position in the oil industry, Ethyl is able to work for the industry and be of material assistance in the all-important job of fitting engines to fuels and fuels to engines.

And in the last analysis, cooperation between the automotive and petroleum industries is the key to future progress in motor transportation.

This advertisement was published in the United States by the Ethyl Corporation. We reprint it here by special permission.



Why we appreciate this tribute

No finer tribute can be paid to a British automobile engine than that of its selection for research purposes by the Ethyl Corporation of America, the great scientific research association which is concerned with developing the efficiency of fuels for internal combustion engines.

In the reproduction on the opposite page of an advertisement issued by the Ethyl Corporation, the statement is made that co-operation between the automobile and petroleum industries is the key to future progress in motor transportation. We regard it as a signal honour that one of our Jaguar engines was stripped down and its parts exhibited to automotive manufacturers in Detroit, heart of the American car industry, as an engineering example worthy of study in the search for greater efficiency.

In effect, the finding of the Ethyl Corporation is that the extremely high power output of the Jaguar engine is attained by superior design and not by reliance on very high octane fuels, or fuels containing volatile additives. Proof of this is provided by the fact that all Jaguar victories in international and national events, and all the many world records set up by Jaguar have been achieved on normal pump fuel exactly as sold to the public.

JAGUAR CARS LTD

COVENTRY · ENGLAND

The NEW MICHELIN



It gives -

TYRE SILENCE

The variable-pitch Zigzag pattern prevents sound generation and corner squeal throughout the tyre's life and at all speeds.

LONGEST LIFE

The deep tread is made of a compound highly resistant to abrasion and is immune to the scooped wear usually caused by independent wheel suspension.

GREATEST SAFETY

Slits, shaped and slanted add further to the multiplicity of gripping edges provided by the short-pitch Zigzag pattern.

PERFECT COMFORT

The unique suppleness of Michelin tyres protects passengers and car.



Disconnected Jottings

BY THE SCRIBE Drawings by Barry Appleby

All Square

"THE only hope for this place is to pull it down and rebuild with a block system." The speaker was a City of London policeman and I have an uneasy feeling that (a) he was wrong, and that (b) a lot of people think similarly who are wrong also. I have seen block pattern cities in several parts of the world and they do not offer a quick solution to traffic problems. Indeed, if the blocks are small the congestion is very bad indeed because the traffic at one intersection spreads back to the previous one and chaos speedily results.

The answer to traffic problems is the elimination of intersections and the prevention of stopping wherever possible, but these two factors are in conflict with easy accessibility of city centres and the needs of public transport. None the less, it is time more consideration was given to radial roads without intersections, and the method of achieving these is likely to be overhead, at least where the larger cities are concerned. I would have thought that a double utility could be obtained by using an overhead way to keep the wretched climate of Britain off the heads of shoppers below, but I am not a constructional engineer.



Congestion

Petrol Retailing

THERE is no doubt that the proposal of one of the oil companies to run its own service stations has upset the retailers already in the trade; I am not surprised, and I can sympathize with their point of view. They fear an extension of this policy to other companies and the ultimate freezing out of their own premises. Behind it all they see an oil monopoly and the obvious dangers of that.

I am not prepared to take either one side or the other in this dispute, but I would point out that, provided there is no restriction on fair competition, such situations should resolve themselves. However, the oil companies have only themselves to blame if it is sometimes felt that they have a



Incensing the customer

great deal of money available for competitive purposes. It is true that 2s 6d of every expensive gallon of petrol is tax, which tends to obscure the actual cost of a gallon, but it is also true that the cost of the product, as opposed to the tax, is based on a mystic affair known as "Gulf price," and Gulf price seems to allow the petrol companies in most countries a very fair margin for competitive purposes. The petrol retailer who remains independent, so I am assured by one, has no such margin with which to compete. None the less the oil companies may fairly argue that the price of a product is what it will fetch, not what it costs to produce plus a reasonable profit, and I will not dispute that. But one needs to be careful in applying that economic truth for fear of incensing the cus-tomer. The motoring customer, as I have often averred, is well served at most petrol stations, independent or otherwise, hence his somewhat academic interest in the whole question; if competition should ever result in less efficient service (and that would be contradictory to what is normal) his attitude might change drastically.

Ownership Survey

Business, an excellent if heavythe second issue of Motor going publication from the Economist Intelligence Unit, there are some interesting facts relating to car ownership in Britain. About nine per cent of the population seems to own cars, and ownership is concentrated among the self-employed, the managerial classes and those owning houses either bought outright or with mortgages. Married people are far more likely to own cars than single persons and ownership is higher in the south and south-east of England than elsewhere. About the same percentage of all "income units" own a car, a washing machine and a television set, but there is not enough evidence yet to determine whether there is any degree of competitiveness between durable goods. These facts might reasonably be expected to be established by any survey, of course, and the real interest lies in the breakdown of income group ownership in the tables. There we find that 24.4 per cent of the sample bought their first car in 1954 if they earned between £1,500 and £2,000, and that 10.6 did in the £700—£800 class. Only 5.9 did so in the £800 to £900 class, which rather suggests that the man earning about £700 feels that he has reached the car-owning class at last. Otherwise the figures are logical with the exception of the under £100 class, of which 1.4 per cent bought a first car, a high figure probably owed to retired persons living on capital.

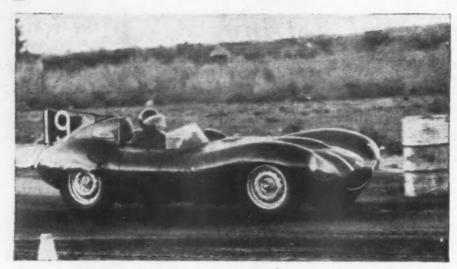


First car

Closed

SURELY a great deal of nonsense is talked about closing the highway for the purpose of racing? Those who oppose such a right to closure make it sound as if an incredible hardship is being visited upon local inhabitants, as if a thousand travellers from far afield will suddenly find themselves unable to complete their journeys and be forced to camp out for the remainder of their days, and as if one of the great freedoms of the British race was about to be surrendered for ever. The reminder is gently needed that road closure for racing need be only for a matter of four hours or so, perhaps twice a year. Sundry processions effect closures more inconvenient than this.

Whenever I find this peculiarly British, and peculiarly silly, attitude I think of the eagerness with which the same sort of people advocate closing the centres of big cities to cars. I think, also, of the Le Mans circuit, which does not seem to irritate the local inhabitants, especially those who can let space in their front gardens on race day. I think, too, of the thrill that the Le Mans race brings to the neighbourhood, and the abandonment of the French to the enjoyment of the great annual event. Also of the joy on the faces of drivers who, out of season, realize that they are on the famous track and, for a brief few minutes, emulate Gonzalez in their Renaults, Peugeots or what have you. The more one travels the more one realizes how stupidly insular some of our attitudes are.



Winner confirmed— Briggs Cunningham's D-type Jaguar driven by Phil Walters and Mike Hawthorn. The latter is shown in a typical cornering attitude

If this year's Sebring International 12-hour Grand Prix of Endurance turned into a royal racing rhubarb, the emphasis should, in fairness, be placed on the adjective "royal." America's only legitimate Grand Prix for sports cars drew a galaxy of European stars—Hawthorn, Moss, Schell, Taruffi, Maglioli, Valenzano—and also a record entry of 79 starters and 29 reserves. When, shortly before 10 a.m., the machines lined up diagonally along pit row for the impressive Le Mans start, the riot of shimmering colour represented an investment of probably half a million dollars and around

8,500 h.p.
Ferraris were almost "a dime a dozen" with the largest a 4.9 driven by Gentleman Jim Kimberly (1954 U.S. Amateur Champion) and Ebbie Lunken; and the smallest a 2-litre Mondial with Porfirio Rubirosa and Indianapolis driver Cal Niday aboard. In between were two 4.5 twelve-cylinders and six of the latest Monza and 750S four-cylinder creations from Modena. Throwing down the gauntlet to the Ferraris were two of the new 6,000S 3-litre Maseratis driven respectively by Spear and Johnston, Valenzano and Perdissa. And there was the

FLORIDA

SEBRING TWELVE-HOUR RACE

lone wolf in the form of a solitary D-Jag entered by Briggs Cunningham and handled by a combination hard to beat—Mike Hawthorn, the tow-headed bombshell and the foxy, ever brilliant Phil Walters.

In earlier tests on Sebring's deceptively busy 5.2-mile course with its four curves, five corners, two hairpins plus a zigzag, the Jaguar had been taken around by Walters several seconds faster than the best Spear could do in a relatively unwieldy 4.9 Ferrari.

Add to this brew the latest 2,200 lb C6R Cunningham powered by a 250 b.h.p. double-cam Meyer Drake engine of 16 valves and the outlook was, to say the least, explosively controversial.

THE rhubarb, which began with a might have cost a driver's neck and ended with a swarm of unrelated protests, was something else again. Anyway, about four minutes after the deafening roar of

79 exhausts had fanned out into a series of overlapping, cacophonous snarls on the far side of the course and the dust and petrol furnes were beginning to dissipate, it was the quietest car of all that streaked first into view. Even away down the pit straight the green D-Jag was easily recognizable by its graceful tail fin and elliptical air intake shaped like a gently ironical minstrel's mouth. Hawthorn rounded hairpin 13 with the expert cadence of a champion roller-skater and swooped towards the starting line in a manner to gladden the eye. A scant 50 yards behind, pressing him with an earth-shaking determination, came young Bob Said in a blue and white Monza Ferrari. But on lap two Hawthorn widened the gap to 300 yards and third time around he was about seven seconds ahead, aided and abetted by those fantastic disc brakes. Then came the first crack-up. As Said

Then came the first crack-up. As Said rounded the wide left-hand curve in a full-bore drift, he suddenly found the road blocked by Jean Redele's Renault saloon which had flipped three times on a slick patch. Somehow, Hawthorn had contrived to side-step the mess, but when Said arrived there were fire trucks, an ambulance and sundry stretcher bearers swarming to the rescue. And not a yellow flag in sight. Said wove out between the course markets, stood on everything and threw the Ferrari into a spin, but when his machine took off backwards at 60 m.p.h. that was the end. The Ferrari side-swiped the ambulance and finally stopped—still right side up—with torn bodywork, bent front wheels and a shattered brake drum. That no-one was killed was certainly not owed to the alertness of flagmen, who had apparently deserted their posts to investigate the fracas.

By lap five the D-Jag was quite alone and the rest of the field had sorted itself in this manner: the Marquis de Portago, going great guns in the Portago-Maglioli 750 Ferrari; Taruffi in the red Taruffi-Schell Monza Ferrari; Hill in the blue and white, monstrously noisy 750



Bill Spear and Sherwin Johnston co-drove the 3-litre Maserati into third place on distance.

Spear was last year's U.S.A. champion

Ferrari, sounding like a thousand sheets of calico being ripped apart; Ernie McAfee in the McAfee-Wheeler Ferrari of similar ilk; Kimberly with the big red 4.9 Ferrari; Moss piloting the Moss-Macklin Austin-Healey 100S (there were seven of this breed); then Spear aboard the Spear-Johnston 3-litre Maserati followed by Valenzano in the Valenzano-Perdissa sister car, both in resplendent Italian racing red, trim of look but not then staggeringly fast. Farther back, Flynn's Mercedes 300SL coupé and Lipman's 750 Ferrari preceding Ray Crawford (stock car class winner of the Mexican road race) with a bulky maroon Lincoln-powered Kurtis-Kraft, And in turn the Porsche 550 Spyders (four-cam) of Davis and von Hanstein and the Oscas of Stewart and Mexican Carlos Braniff.

During the next five laps there was considerable reshuffle among the leaders. Both Taruffi and Hill passed Portago, re-legating him to fourth spot; Kimberly traded places with McAfee, while the two Maseratis rather expectedly overtook Moss' Austin-Healey. At the end of the Index of performance winner was Briggs Cunningham's Osca with drivers Bill Lloyd and George Huntoon. right is their mechanic, Momo

curve 1, the wrecked Ferrari and Renault. To the right of the S, an Excalibur stuck in a sand-pile; on curve 6, McAfee's curve 6, McAfee's blistered Ferrari and an

at narpin and Austin-Healey wallowing in another mound of sand. A hundred yards along the narrow back straight, Tony Morewood's pretty white Mondial also stopped by a fire—second casualty with Bob Said in the Ecurie Yankee. This machine, how ever, continued. At the zigzag, Rubirosa's black and red Mondial impaled on a fire hydrant which had been cunningly con-



At the end of four hours, with Walters now driving, the D-Jag had completed 62 laps and held a lead on its nearest pursuer—the Hill Ferrari mounting Carroll Shelby with his arm still in a cast from the Carrera Pan Americana smash-up in an Austin-Healey. Third, also a lap astern, came Schell (Ferrari) and (two laps in arrears) the Maseratis driven by Johnston and Perdissa. Portago was out and the surviving McAfee occupied sixth position, followed by Macklin the forement Austin Healey. Pershed in the foremost Austin-Healey. Perched atop his towering service truck, isolated and brooding like Rodin's statue of The Thinker, Kimberly observed the proceedings with no particular joy.

At 2 p.m., while the merciless Florida

sun turned pit row into a furnace redolent of those odours peculiar to motor racingburned oil, acrid exhaust fumes and rubber at melting point—harassed crews grabbed at their hamburgers with soiled hands or slaked a parching thirst with cold milk and Coca-cola. Relieved drivers, meantime, wrapped wer towels around their aching heads and commandecred what shady spots were available. Recently repayed sections of the course, notably at the S bend and the zigzag, notably became abominably bad as violent braking and down-shifting tore the surface into agglomerations of small craters that shock and accorded the and pounded the cars beyond The Abarth, for instance, sustained two broken engine bearer mounts, fractured exhaust header and silencer mounting studs, broken ram intakes, numerous body cracks, a damaged brake shoe and a disintegrating throttle linkage before the race ended.

Jaguar-Ferrari-Ferrari

Fifth hour placings showed that the Taruffi-Schell Ferrari had retaken the Hill-Shelby Ferrari for second place; the two Maseratis were still fourth and fifth in the same order; Ernie McAfee's Ferrari had retired, letting the Moss-Macklin Austin-Healey into sixth place.
At 4 p.m. the leading Jag had reeled off 94 laps and was running 2 laps and

50 seconds ahead of the entire field, still sweet, fleet and quiet. No. 5, the Lincoln-Kurtis which Ray Crawford drove singlehanded throughout the 12 hours, had made a pit stop and dropped back from seventh out of the first ten. An hour later the lone wolf was 109 laps to the good, going around at a sizzling average of 83 m.p.h. and now held a three-lap lead over the Taruffi-Schell combine. Shelby had made a quick pit stop, turning over to Hill, while the two Maseratis again moved up to third and fourth places. Ferrari and Maseratis were all three on lap 106; the pit stop of Hill's Ferrari (No. 25) had dropped it to fifth place. The Austin-Healey stayed pat.

Around 6 p.m. the sun plummeted

TURNS SOUR

By JOHN BENTLEY



The Maseratis leading a group of cars down the runway which forms the pit straight at Sebring. The Nash-Healey is at the pits

first hour, the top four-Hawthorn, Taruffi, Portago and Hill-were all on their 15th lap, while Ernie McAfee lay fifth. Brother Jack's Tipo 375 Ferrari burst into flames on curve 6, coming out of the brutually rough S, and its ability to continue was extinguished with the fire. Meantime, Kimberly's 4.9 had already quit with a locked rear end which caused the machine to slide off the road, and Sebring's convolutions were beginning to resemble an automotive graveyard. As a competitor in a Class G 1,100 c.c. Abarth, the writer had ample opportunity to observe the process of disintegration. At

cealed by haybales; and along the main straight, a blue Kurtis-Kraft and a green Kieft, both abandoned and gazing forlornly at each other. There were to be 37 retirements before the grind was over.

Briggs Cunningham's handsome silver

C6R proved neither very fast nor, unfortunately, durable enough. After fluctuating between 20th on lap 10 and 13th on lap 35 it apparently vanished from the fray when the bottom end dropped out of the engine. Since Cunningham ran the car as a sort of preview of Le Mans, the outcome was somewhat disappointing though not necessarily discouraging.



The start-and No. 19 D-type gets away to a long-held lead

FLORIDA FANDANGO

behind the trees with the blinding glare of a flaming copper ball and the fun started in earnest. The D-Jag stopped to have its lights fixed and take on oil and water. The brakes, according to Hawthorn, were getting "a bit shuddery." The outcome was that at 7 p.m. the Jag, now on its 139th turn, saw its lead officially whittled down to one lap over the Hill Ferrari which, meantime, had cannon-balled into second place. Valenzano's Maserati had passed the Spear zano's Maserati had passed the Spear machine and now lay third overall, just ahead of Taruffi. The second Maserati was fifth and the immutable Austin-Healey grimly held on to sixth place with a score of 132 laps. Consistent and fast, the Lloyd-Huntoon Osca held seventh; behind it came a 2-litre Mondial driven by Brocken and Friedmann, then von Hanstein's Porsche and Braniff's Osca. 8 p.m.—two hours to go—and more drama under a starlit Florida sky of midnight blue. Aided in their path to destruction by those terrible patches of destruction by those terrible patches of broken road, several more cars were out. Some drivers were finding it hard to accommodate their vision to the deceptive night driving conditions at high speed and were visiting haybales and sandpiles. Notably, a fast Lotus Mark VIII driven by Frank Miller which, while leading Class G, twice clobbered its front end, seriously damaging the radiator. The Brocken-Friedmann Mondial had quit; so had its counterpart, driven gallantly by Morewood and Derujinski. No more Mondials

continued

Tenth hour positions:-

D-Jag (Bawthorn and Walters), 154 laps. Ferrari (Hill and Shelby), 152 laps. Maserati (Velenzano and Perdissa), 151 laps. Ferrari (Taruffi and Schell), 150 laps. Austin-Healey (Moss and Mackhin, 146 laps. Maserati (Spear and Johnston), 146 laps.

Between 8 and 9 p.m. the D-Jag began to sound as though it had only five cylinders left. Another brief pit stop wiped out its lead, apparently letting Hill into first place, though both machines were on their 167th giro. Valenzano and Taruffi were four laps astern; Spear and Macklin six laps.

Stewed Fruit

It was during the fateful twelfth hour that the rhubarb came to a boil. Walters claimed that he retook the Hill Ferrari and was never again headed until the chequered flag. Entrant Briggs Cunning-ham's battery of private scorers and chartkeepers upheld this view. They had the Jag one whole lap ahead of the Ferarri. The official scorers announced that Walters had scraped to victory by a bare 10 seconds, but Signor Ugolini—who also kept charts and clicking stopwatches thought otherwise. According to him the Ferrari was in; no doubt about it. Several reporters took the same view, while Alan Guiberson, a Dallas oilman who entered

"We won it. Our pit slowed down the car during the last five laps after our timer told us we were ahead by 3 minutes 14 seconds. We'll protest if necessary, though we don't like to do it." Luigi

Chinetti, the Ferarri factory representative in New York, saved him the trouble by filing a protest. Guiberson's crew claimed that the Jaguar had violated the rules by passing the Ferrari on a yellow flag. Meantime, Cunningham also filed flag. Meantime, Cunningham also flied a protest, claiming that the index of performance victory was wrongly awarded to the Hill-Shelby Ferrari, and that it properly belonged to his Osca, driven by Lloyd and Huntoon. There the matter rests until the A.A.A. meets on March 28 to unravel the tangled skeins. Then the F.I.A. will pass final verdict.

Some idea of the confusion can be gained from the fact that the writer's Abarth ran out of fuel on the course when leading Class G by 1 minute 13 seconds. The pit stewards, the chief pit steward and the race secretary all officially allowed the car to continue, since a 10-lap penalty was incurred while a steward supervised the refuelling and reaffixed the seal. Despite the enormous handicap, the car finished second in its class and was gaining 10 seconds a lap on the lead 1,100 c.c. Porsche Spyder. But while the fireworks shot skyward to mark the end of the wase the official mark the end of the race, the officials reversed their decision. There was no question that refuelling away from the pits constituted a violation of the rules, but it was hard to reconcile the attitude of four officials who later negated their own decision. The writer therefore withdrew the car.

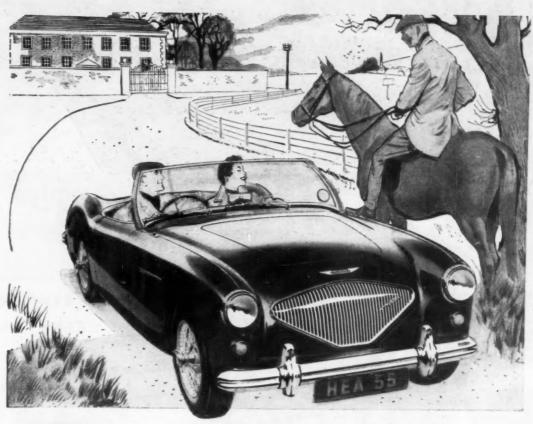
RESULTS (race duration 12 hours, lap distance 5.2 mites) lassification on distance covered Jaguar D-type 3.442 (J. M. Hawthorn and F. Walters), 185 laps (951.6 miles), 79.5 m.p.h. Ferrari 2.996 (P. Hill and C. Shelby), 185 laps. 79.2 m.p.h. Maserati 2.989 (W. Spear and M. Johnston)

2. Ferrari 2, 99e (F. Hill and C. Sheby), 185 laps. 79.2 m.p.h.
5. Maserati 2, 989 (W. Spear and S. Johnston), 179 laps. 77.5 m.p.h.
6. Maserati 2, 989 (W. Spear and S. Johnston), 179 laps. 77.5 m.p.h.
6. Glassification on handicas: 1, Hill and Sheby, 185 miles; 2, Osca 1, 482 (Lloyd and Hunton), 272.5 miles; 3, Hawthorn and Walters, 951.6 miles, 195.1 miles; 3, Hawthorn and Walters, 951.6 miles; 4, 195.1 miles; 4, 195.1 miles; 4, 195.1 miles; 5, 195.1 miles; 6, 195.1 miles; 7, 195.2 m.p.h.; 2, 195.2 m.p.h.;

OSCITOSON). De.10 III.D.B.: 2. Renault trecese and Genes production cars: Over 3,599 e.s.; Port Chunderbird (Scherer and Davis). 2.591 to 3,592. This continue to the continue of the continue

Performance winner at speed—Bill Lloyd going fast through the difficult S-turns during the seventh hour of the race

Further pictures appear on page 429





"I'd forgotten I ever enjoyed driving till I got my Austin-Healey"

'D NEVER HAVE THOUGHT you could get so fond of a piece of machinery. But this Austin-Healey grows on you. She really is the fastest car I've ever handled. But she's safe, too - and safe in a positive way.

The brakes, for instance. They're powerful enough for any emergency that's likely to come my way. She handles beautifully; road-holding and cornering are both first-class and, with all the power, I get a genuine 25 miles to the gallon!

I know now why Austin-Healey owners get so enthusiastic. What a superb engineering job this car is. There's absolutely nothing to touch it at the price. RECORD-BREAKER The Austin-Healey holds many International, National and Stock Car records including 24 hours at 132.29 m.p.h. and it has received many premier awards for outstanding design and value.

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SEBRING SUCCESS!

In the Florida International 12-hour Grand Prix, Austin-Healey 100 S won 1st, 2nd and 3rd places in the Series Production Class, and came 6th in General Classification. Drivers of the first car—Stirling Moss and Lance Mackim.

(Subject to official confirmation.) En ine Bore 3.4375in; stroke 4.375in., 90 b.h.p. at 4,000 r.p.m. Twin S.U. carburetters.

Gearbox three-speed synchromesh with overdrive.

Performance 0-60 in 10.5 Standing & mile in 17.5 secs, speed over the hundred mark.

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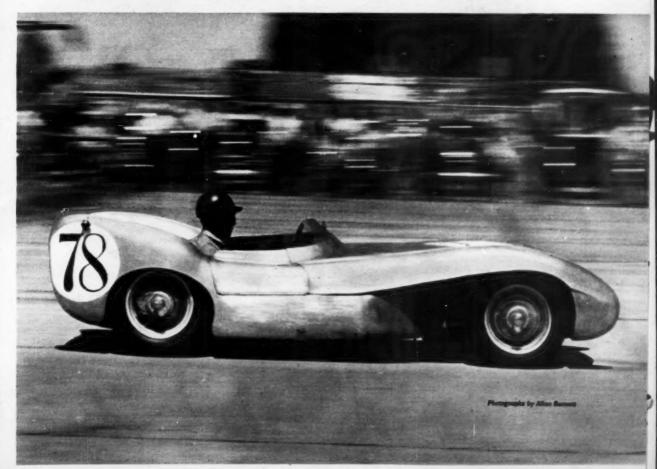
one of SMITHS accessories for better motoring

SPORTS CARS

Snapped in the Sun at Sebring

Abarth Spyder . . . driven by John Bentley, who describes the Florida race on the preceding pages. Details of this new Italian design were given in the February 18 issue

Lotus Mark VIII . . . driven by two American sportsmen from Houston, Texas, Bobby Burns and Norman J. Scott. After a mechanical failure it crossed the line under its own battery power to finish. The Mark IX version of the Lotus is described an pages 432-436





1928 19-100 Austro-Daimler

SPORTLIGHT

THROUGH THE YEARS



1929 G & Amilcar



1932 JZ M.G. Midget





1937 Type 328 Frazer Nash-B.M.W.





1936 34-litre S.S. 100



1951 Frazer Nash Le Mans Replica



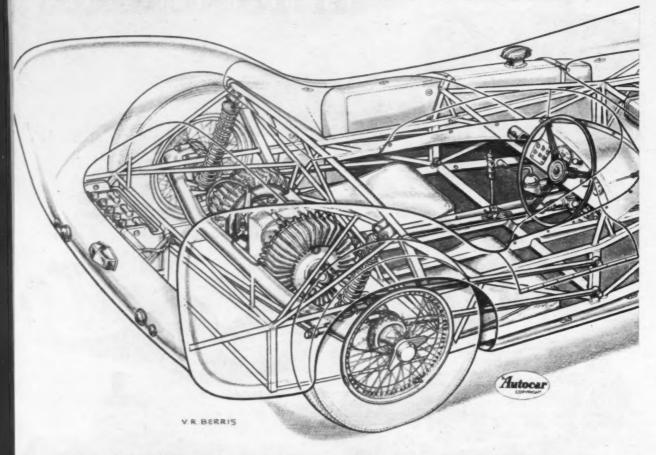
1948 I |- litre H.R.G.

1954 Aston Martin DB2-4 saloon





INTERESTING COMPETITION CARS



In the short space of three years the name of Lotus has established and distinguished itself in small sports car racing. Originally conceived so that the enthusiast could build a car at home with the minimum of difficulty and expense, the parts were obtainable as a number of units and sub-assemblies in much the same way as vehicles are sent to overseas assembly plants in a knocked-down condition. The first cars to be built in quantity were the Mark VI, available with engines by M.G. (types 14 and TC) and Ford (Consul and Prefect). To date over eighty of these models have been built, and particularly in 1,172 formula racing during the past two years, have proved to be almost invincible.

Last year saw the introduction of a streamlined car, with de Dion rear axle, designated Mark VIII; with its acro-dynamic form and subilizing fine over the

Last year saw the introduction of a streamlined car, with de Dion rear axle, designated Mark VIII; with its aero-dynamic form and stabilizing fins over the rear wheels, this car struck a new note in sports car body design, and its influence was to become evident as the 1954 season progressed. This body form was evolved from models tested in a wind tunnel, and further testing of the complete car with acientific instruments under the guidance of aerodynamic experts resulted in a shape which reduced drag to a very low level. Furthermore, it was possible to fix precisely the areas of high and low pressure in order to locate the most efficient points required for air ducting.

points required for air ducting.

A further stage in the development of

NINTH MARK for

LATEST OF A SUCCESSFUL SERIES

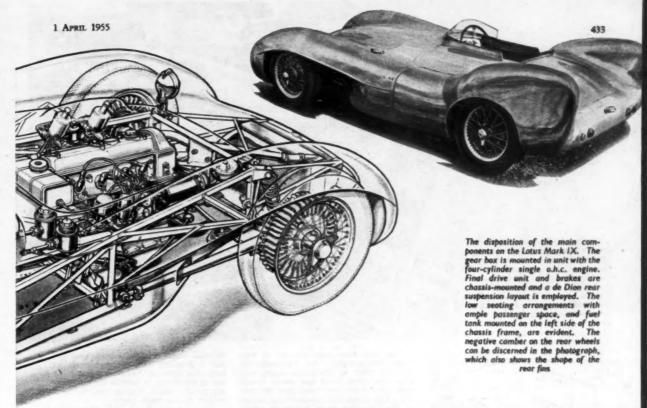
the Louis is the Mark IX car, to be available for the 1955 season. The original conception of availability in component form still applies, but in addition it can now also be bought as a complete vehicle ready for racing.

The Mark IX car is similar in appearance to its immediate predecessor, but to reduce drag and weight still further, the overall length is reduced by approximately two feet and the height by five inches. It was found also that the size of the two stabilizing fins over the rear wheels could be reduced without spoiling the handling properties. Initially the car will be equipped with the 1,098 c.c. four-cylinder Coventry Climax engine, but the chassis has been designed to accommodate alternative I\(\frac{1}{2}\)-litre units at a later

The chassis frame is of the space type, built up with round and square section tubes in mild steel, all the joints being acetylene welded. Racing experience has shown that mild steel is most satisfactory for this type of construction. In the past nickel steel tubing has been used but it tended to crack at the joints, presumably as a result of residual stresses set up during welding. The main constructional members of the frame consist of 1½ in diameter tubes at the bottom and lin square section tubes at the top, suitably braced with tubes of smaller diameter, the size of tube varying with the load. Attachment points for the final drive unit, engine, and suspension are welded to this main frame. A reference to the frame drawing will show that all the members making up the structure have been designed to avoid any cantilever loading.

making up the structure have been designed to avoid any cantilever loading.

Colin Chapman, head of the Lotus concern and designer of the cars, received his early engineering training as a structural engineer and considerable knowledge of this subject is reflected in his present field of activities. The result is an extremely rigid chassis frame weighing only 63 pounds complete with all its mounting brackets. It is interesting to record that



LOTUS

AVAILABLE NOW

after preparation of initial designs a scale model of the frame is made up in balsa wood to check its stiffness before proceeding with the manufacture

prototype.

As in previous models the divided front axle and hubs of Ford manufacture

are retained. The standard axle beam is cut in half, and plates are welded on each side for attachment to the chassis frame. To reduce the roll centre height on the resulting swing axle type of suspension, the pivot point has been kept low, and as a result of experimental work the roll centre at the front is now six inches above the ground,

Fore and aft location of each half axle is controlled by a Ford radius arm, modi-fied to accommodate a standard Thompson steering ball joint at the chassis attachment end. The axles also carry a bolted bracket to which is attached the lower end of the suspension unit, comprising a end of the suspension unit, comprising a Woodhead-Monroe telescopic damper surrounded by the coil spring. Each end of the damper is provided with a Silent-bloc bush, the upper end being attached to forward and outward facing callipertype brackets welded to the square-sectioned tubes of the chassis members. Alternative dampers of Girling manufacture are also being tried during the development stages.

development stages.

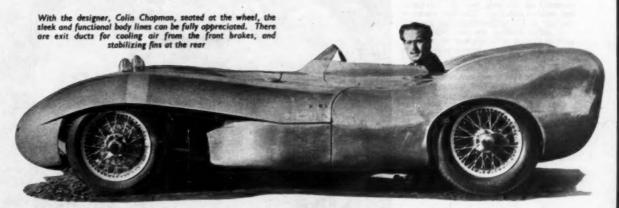
There is a divided track rod, the two inner sections of which are attached to a bell crank lever mounted on the frame lower cross-tube. Running backwards at

an angle from this lever the drag link connects to the drop arm of the steering box, which is a worm and nut type. Specially forged steering arms are bolted to each stub axle.

to each stub axle.

The rear wheels are supported by a de Dion tube and are, therefore, not fully independent. The axle tube is swept behind the final drive unit and is made from 3-inch-diameter 16 s.w.g. mild steel tube. Each end of the tube merges into a fabricated housing, provided with two opposed conical seatings. Into this fits an aluminium casting containing the hub and race assembly, which is held in posi-tion by four A-inch-diameter high-tensile tion by four & inch-diameter high-tensile bolts passing through each component. The hollow shafts are made from splined hubs welded to a Hardy-Spicer joint before final machining. Two ball-races are mounted on the outside diameter of the hubs and the assembly is locked up by the wheel nuts, which makes an ingenious and extremely light unit.

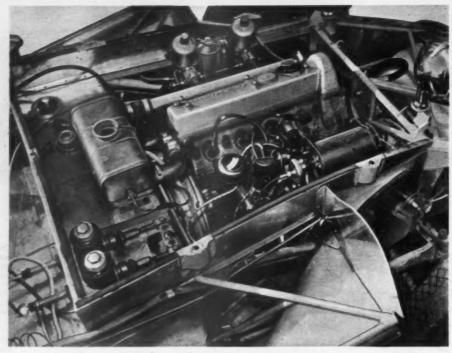
Driving and braking torque are taken through two in-diameter 18 s.w.g. parallel arms, mounted on Silentbloc bushes at each side of the car. This method of location was pioneered by Ferrari and relieves the de Dion tubes of



NINTH MARK for LOTUS ... continued

The scuttle-mounted header tank for the cooling system, and broke twin master cylinders. The single, chassis-mounted float chamber fits snugly between the cdrburettors

The Coventry Climax FWA pov curve shows the peak power of 75 b.h.p. produced at the com-75 b.h.p. produced at the com-paratively low piston speed of 2,740ft per min. The b.m.e.p. of 130 lb per sq in at 2,000 r.p.m., rising to a peak of 150 at 4,800 r.p.m., is indicative of good breathing capacity



BAEP ON 80 120 E 100 TORQUE L BORE 2-850 STROKE 2-625 COMPRESSION RATIO..... PREMIUM FUEL I 3000 2000 1000 1000 2000 3000 4000 5000 6000 7000 R.P.M.

> any torsional strain should the car roll or one wheel rise. Lateral location of the axle is controlled by a Panhard rod attached to the frame on the left side, and anchored on the extreme right-side edge of the de Dion tube. As at the front, the suspension medium is coil springs built up as units with telescopic dampers and mounted on the axle tube via fabricated and welded brackets. The roll centre at the rear is 124 inches above the ground.

> At static loading the rear wheels are provided with two degrees of negative camber and the front wheels with half to one degree of positive camber. Measured from the static position, rear-wheel deflection is 3½ in bump and rebound, and for the front wheels 2½ in bump and 3½ in rebound.

rebound.

Contrary to modern practice, the periodicity of the front suspension is higher than that of the rear, being 85 and 75 cycles per minute respectively. Although other combinations have been tried, these frequencies have given the best overall results.

The final drive unit consists of two major components. An Austin-Healey nosepiece with an aluminium casing con-tains the spiral bevel and crown wheel with the conventional bevel gear differential. This assembly is spigoted and bolted to the light-alloy main casing on which are mounted the back plates of the in-board brakes. Short stub shafts, provided with a single bearing on the outside and splined on their inner ends to the differen-tial, terminate with a flange on which is mounted the brake drum. From this mounted the brake drum. From this flange the drive is transmitted to the rear hub through short Hardy-Spicer universally jointed shafts. Each shaft carries a telescopic apline to allow for variation in length owing to wheel movement.

The underside of the main casing forms

a well-ribbed shallow sump, which extends

forward under the differential assembly forward under the differential assembly and is provided with two widely spaced mounting lugs. A further lug is cast on top of the casing to provide three mount-ing points, which pick up with brackets welded to the main frame. On the earlier Mark VIII streamlined cars, considerable trouble was experienced

with overheating of the brakes, and the new car incorporates several features designed to overcome this problem. The brakes are provided with turbo-finned brakes are provided with turbo-finned drums of magnesium alloy, into which is cast an iron liner for the braking surface. The outside diameter of the fins is arranged to fit snugly inside the wheel rims, providing for the front brakes an extractor effect for cooling air.

As a result of the fully instrumented tests are said out for airform are the best are side of the first turbor and the second of the first turbor are the said of the said of the first turbor are the said of the first turbor are the said of the

carried out for airflow over the body shapes,

Three separate divisions make up the front aperture. In their raised position the head lamps provide adequate visibility for fast driving at night



Taken with the front body section removed, this picture shows the depth of the chassis frame and front end cross-bracing. The mountings and inclination of the suspension units are shown

cooling ducts have been sited in the most efficient areas. At the front the low-positioned air duct is divided into three parts, the centre portion serving the radiator only and the outer ones directing the air over the brakes via panels swept inside the wheels. Although some small loss in aerodynamic efficiency has resulted at the front end the increase in braking efficiency is considerable.

At the rear end of the body an opening is provided below the locker lid at a high pressure point, resulting in a reverse flow of air over the final drive unit and brakes, with an exit at a low pressure area in the floor panelling.

Dual master cylinders are mounted on

Dual master cylinders are mounted on the scuttle rearwards of the pendant brake pedal, linked by an adjustable balance bar. This provides a means of varying the ratio of braking between front and rear wheels in four steps between 45-55 and 60-40 per cent.

Motive power is provided by the fourcylinder 1,098 c.c., single o.h.c. Coventry Climax engine, which was fully described in *The Autocar* of June 4, 1954. Since its introduction to the sports car world this engine has been developed to deliver 75 b.h.p. at 6,200 r.p.m. With a dry weight, less clutch, of 208 lb, this gives a 435

figure of 2.78 lb per b.h.p., which is remarkably low for a standard production engine. Carburation is provided by two lim bore S.U. semi-downdraught carburettors, which are fed with fuel via flexible pipes from one large float chamber mounted on the chassis. To obtain good

filling the induction pipes are quite long, and with an engine of such light mass the inherent vibrations of a four-cylinder engine at high speeds resulted in unsteady carburation with the float chambers mounted on the carburettors in the normal manner.

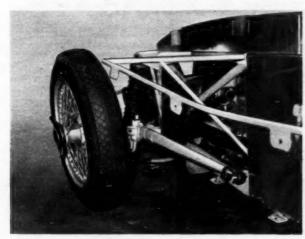
Cooling is provided by a belt-driven centrifugal water pump delivering 1,800 gallons per hour at maximum engine speed. From the outlet at the rear of the cylinder head water is fed into a separate scuttle-mounted header tank and routed from here through an aluminium pipe passing over the induction pipe to the radiator. The Winn radiator is of the cross-flow type with aluminium gilled tubes and side tanks which permit a large frontal area with a low overall height.

frontal area with a low overall height.

From the wet sump, which has a capacity of eight pints, oil is fed to a chassismounted full-flow filter. For long-distance races a Serck heat exchanger for oil cooling is fitted in series with the oil filter; in addition to providing a quick warm-up it maintains the oil and water at approximately the same temperature

during running conditions.

A.7½in Borg and Beck single dry-plate clutch is bolted to a light flywheel which also carries the ahrunk-on starter ring. The four-speed M.G. TC type gear box is mounted to the rear engine plate by means of a light alloy adaptor casting. Gear selection is controlled by a short, cranked,

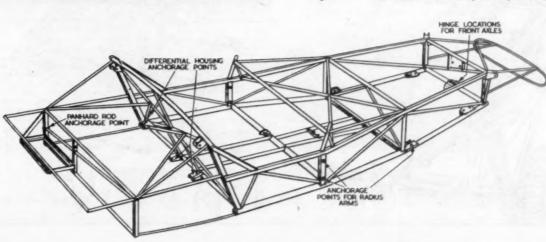


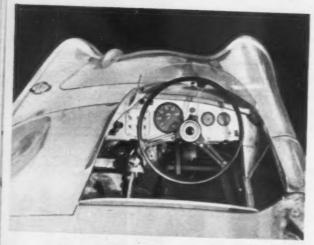
A detailed view of the frame indicates the method of using tubular construction to obtain a rigid structure with low weight

The front axle radius arm with its ball joint attachment on the frame. Inside the

chassis can be seen the front engine mounting and inlet connection of the

coolant pump

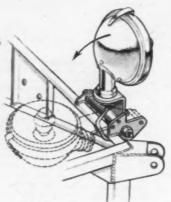




THE AUTOCAR, 1 APRIL 1955

The driver's compartment is clearly functional; the change speed gear lever is well positioned

This drawing of the head-lamp mountings indicates the method of retraction inside the bonnet when not



NINTH MARK for LOTUS . . . continued

remote control lever placed centrally. From the output flange of the gear box a Hardy-Spicer shaft continues the drive to the chassis-mounted final drive unit.

to the chassis-mounted final drive unit.

The body contains two seats placed alightly below and on either side of the transmission drive shaft. A full-width windscreen can be provided, but for competition purposes the passenger seat is enclosed by a metal tonneau cover fixed with Dzus fasteners. In this condition a sevent-mount windscreen is fixed to size of the providence of the sixed to sixed t swept-round windscreen is fitted to the driver's compartment. To comply with regulations and for ease of entry a drop-down door, hinged on its lower edge at about wheel centre height, is provided on the driver's side.

the driver's side.

The front main section of the body is arranged for quick detachment, being mounted on the front aperture ring of the chassis frame and locked at the rear of each side with budget locks, which are operated by carriage key. Access to the top of the engine is provided by a detachable bonnet lid; again this is fastened by budget locks, as Dzus fasteners have caused difficulty during quick pit stops. A removable lid secured by Dzus fasteners provides access to the final drive unit, brakes and rear-mounted battery. brakes and rear-mounted battery.

The head lamp mountings are another example of the detailed thought given to reduce drag. They are arranged on a spring-loaded hinge and can be swung down inside the bonnet when not in use.

The petrol tank is mounted amidships,

outrigged from the chassis frame on the passenger's side. The tank is of light alloy, and the normal capacity is 12 gallons, but a sprint tank containing 61 gallons, is available for short races. For long dis-tance work a tank with 18 gallons capatance work a tank wim to gainens capa-city can also be supplied. A quick-action filler protrudes through the front wing valance. Fuel is fed to the carburettors from an S.U. high-pressure electric pump mounted at the rear. Polythene petrol pipes are used throughout the fuel system, being extremely light, and resistant to fatigue; their transparency also allows the presence of vapour locks to be readily detected.

On the starting line with fuel and On the starting line with fuel and driver the car will weigh around 1,300 lb, giving a figure of approximately 130 b.h.p. per ton, which, combined with a low frontal area and good streamlined form, will make it a formidable contender for honours in 1;100 c.c. class races. Cars have been entered for Le Mans, the Mille Mielia and several other British and Con-Miglia and several other British and Continental major events, and this latest effort from the Lotus concern will be watched with great interest by all followers of the sport.

SPECIFICATION

Eagine.—Coventry Climax 4-cyl, 72.39 × 66.6 mm (1,098 c.c.), single overhead camshaft, driven by gears and chain, operating the 20 deg inclined valves directly through inverted tappers. Three-bearing crankshaft.

Compression ratio 9.75 to 1. Maximum b.h.p. 75 at 6,200 r.p.m.

b.h.p. 75 at 6,200 7.75 to 1. Maximum b.h.p. 75 at 6,200 r.p.m.

Transmission.—Borg and Beck dry single-plate clutch, 7½in diameter. M.G. type TC gear box, 4 forward speeds and reverse, synchromesh on second, third and top. Internal gear ratios: top 1, third 1.35, second 1.96, first and reverse 3.38 to 1. Optional rear axic ratios. Austin-Healey spiral bevel final drive, mounted in cast aluminium housing. Normal type differential.

Suspension.—Front, divided axie with radius arm. Rear, de Dion controlled by two parallel radius arms each side. Transverse location by Panhard rod. Combined coil spring and damper unit front and rear. Brakes.—Lockheed hydraulic, two leading shoe front, leading and trailing shoe rear. Both drums 11in diameter 2½in wide. Rear mounted inboard.

Steering Burman worm and nut. 14 turns from lock to lock.

Wheels and Tyres.—Dunlop wire wheels; tyre sizes 4.50×15in front and 5.25×15in

Electrical Equipment.—12-volt, 31 am-père-hour battery, mounted at rear. Coil ignition.

Ignition.

Fuel System.—12-gallon light alloy tank as standard. Alternative capacities of 18 gallons and 6½ gallons available. S.U. electric fuel feed pump mounted at rear.

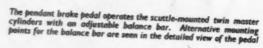
Main Dimensiens.—Wheelbase, 7ft 3½in.

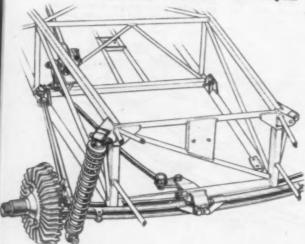
Front track, 4ft 0½in; rear track, 3ft 11½in.

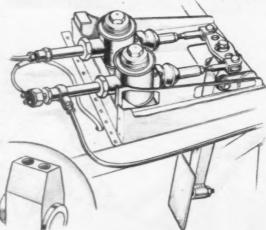
Overall length, 11ft 7½in; width, 4ft 8in (plus ½in in each side for hub nuts); height, 2ft 3in (plus 6½in for windscreen). Ground clearance 6in. Dry weight, 9cwt.

Frice.—In component form but less engine and gesr box, £850.

The front suspension and steering layout; with the wheel removed details of the turbo fins which provide the maximum cooling area for the brake drums can be seen. Note the axle locating arm







FRAZER-NASH in 1955

Manufacturers of Hand-built Sports Cars for over 25 Years



First English car to finish at Le Mans in 1949—3rd in the 24-Hour Grand Prix d'Endurance; the only English car ever to win the fabulous Targa Florio; the only English car to win the Sebring 12-Hour Grand Prix d'Endurance; winner of the "Autocar" Trophy for the best English car in the 1954 Alpine Trial and Class winner (as in 1951). Winners of the Soleil and Aix-Madrid-Aix Rallies in 1952; new 2-litre distance record and Class Winner (as in 1950) at Le Mans in 1953; winner of the Empire Trophy Race in 1951. These and many other successes were gained with 1951. These and many other successes were gained with privately owned production models. For more than 25 years Frazer-Nash cars have been prominent on track and road circuits, in reliability trials and hill climbs.



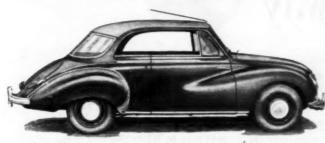
SOLE CONCESSIONNAIRES FOR THE UNITED KINGDOM

PORSCHE -

"The Incredible Porsches"

report on the Pan American Race. A formidable list of achievereport on the Pan American Race. A formidable list of achievements in 1954 (unmatched by any other 13-litre car) included (in long-distance races) the Mille Miglis, Nurburg, Le Mans, Argentine and Rheims, and (in trials and rallies) outright wins in the Rallye of the Midnight Sun (as in 1953 and 1952) and the Liege-Rome-Liege (as in 1953). These are all real events of full International status, demanding both stamina and performance capabilities of a very high order. Other characteristics are delightful ease of control with completely effortless steering and gear-changing, superb engineering design, and outstanding workmanship and finish. Available with most attractive and luxuriously equipped coachbuilt fixed-head and cabriolet bodywork in a wide range of pleasing colour schemes.





W. Schluter, 1954 European Touring Car Champion, and the drivers placed second and third in the Championship, all drove D K Ws in every event. In addition to dominating the 1,000 c.c. class, D K Ws have won outright the Rallye Soleil, Rallye Limcusine, Rallye de Luxembourg, Rallye Wiesbaden, and Trial (Tourisme extenses)

the Alpine Trial (Touring category).

The extremely smooth and flexible 3-cylinder two-stroke engine is robust and reliable, possessing outstanding acceleration, a maintained cruising speed of over 70 m.p.h., and a maximum of over 80 m.p.h. with an average fuel consumption of 35 m.p.g. The front-wheel drive and other chassis design features result in extraordinary stability and

safety on winding, wet and slippery roads.

The Three-Six "Sonderklasse" model is availtwo- and four-seater fixed-head and convertible bodywork.



Of almost legendary reputation, the B M W has achieved world-wide renown for excellence of technical design and high quality of construction. The Type 501 2-litre 6-cylinder model and the latest Type 502 2.6-litre 8-cylinder model are

model and the latest Type 502 2.6-litre 8-cylinder model are unquestionably among the world's outstanding cars, and will meet the demands of the most exacting owner-driver. The Frazer-Nash, the B M W, the D K W and the Porsche are all in that small coterie of cars that are different in possessing outstanding handling qualities and response to the controls, stability, "liveliness" and exceptional performance capabilities, and yet at the same time possessing a markedly individual appeal by reason of their differing design characteristics, engine capacity and types of bodywork—as regards both appearance and seating (from open two-seater to six-seater four-door (from open two-seater to six-seater four-doo



ILLUSTRATED LITERATURE IS AVAILABLE ON REQUEST

Frazer-Nash Cars (A.F.N. Ltd.), Isleworth, Middlesex



It's his first car—and it's almost as old as he is. But it runs well and the brakes are good and the tyres are Dunlop; he's set for many miles of safe, economical motoring.

Because every penny counts to this young motorist, he'll be wise to look after his car—and stick to Dunlop. Although they cost no more, Dunlop tyres mean greater safety, higher mileage. At first, he'll probably choose the standard Dunlop tyre; later, with a bigger or more glamorous car, he may turn to White Sidewall or the

famous Dunlop Fort. Whatever happens, he'll always find the right tyre—with or without the tube in the Dunlop range.



makes the tyre you want

Taking the rough and the smooth

As often as not, both his business and his pleasure take him off the beaten track. He leads a tough life—and so do his tyres. For grip and mileage on and off the road, he relies on RK3—the Dunlop tyre that takes the rough with the smooth.

The rewards of experience

After nearly a million miles, he knows motoring. That's why he chooses Dunlop. For his own car he demands the unparalleled safety, strength and long life of Dunlop Fort. To all who seek the benefit of tyre experience his advice is the same—Dunlop.

Putting his foot down

His is a really fast car. And, given a clear road, he has the ability to use the power at his disposal safely and well. For speeds like his, complete confidence in his tyres is essential. He puts his foot down—and insists on Dunlop Road Speed.

Setting the style

From well-groomed head to well-shod feet she's elegance itself. The same pride is reflected in her car, set off superbly by the Dunlop White Sidewall tyres. They offer her new distinction and smartness, traditional dependability and safety.



ACE Open 2-seater £1,015 plus P.T. £424 . 0 . 10



ROADABILITY

We alone offer this chassis design as a standard production car. Specifications include 4-wheel independent suspension, Al-Fin brakedrums, centre-lock wire wheels.

Total weights: ACE $15\frac{1}{2}$ cwt., ACECA $17\frac{1}{2}$ cwt. Very quiet, very fast, very comfortable. Just the car, open or closed, for Rallies, including the Alpine and other Sports Events.

WE QUOTE: "The acceleration merits the well-worn adjective 'sparkling'; the gear box, with its cranked lever, is a joy to handle, and the directness and accuracy of the steering enable the car to be placed exactly as desired, and cornering almost by thought alone without conscious movement of the steering wheel."—
ACECA ON THE ROAD—THE AUTOCAR 4th March, 1955.

ALSO: "On the open road my colleagues were unanimous in calling this 'the car of the year' from the viewpoint of pleasure and safety in driving, and with this opinion I fully concurred."—Lourence Pomeroy talking of the ACE—The MOTOR January 12th, 1955.

ACECA (pronounced A-SEEKA) £1,215 plus P.T. £507 . 7 . 6



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A.C. CARS LIMITED, THAMES DITTON, SURREY Telegraphic Address: "Autocarrier, Thames Ditton." Telephone: Emberbrook 5621.



No. 1561: FRAZER NASH TARGA FLORIO FAST ROADSTER

F all the specialist manufacturers, A.F.N., Ltd., are perhaps the oldest established; especially have they done a great deal to maintain the steady development of the strictly sporting type of car. From the days of the chain-drive Boulogne and Colmore models, to name but two, the name of Frazer Nash has been associated with quality, hand-built cars which have earned an excellent reputation for road holding, steering and exhilarating performance.

The manufacturers themselves are the first to admit that no two cars which emerge from the small factory at Isleworth are alike. There is no production line such as is known in a big factory. Building a 'Nash is rather like bespoke tailoring. The future owner can specify the type of seats, the axle ratio, instrument panel layout and body styling; in fact, any reasonable individual ideas may be incorporated.

This method of manufacture is naturally more expensive than that employed in quantity production, and the Aldington brothers, whose name is linked with Frazer Nash in the same way as one associates fire engines with red, have decided to widen the market for their cars by producing what will amount to a standard model, known as the Fast Roadster. This is based on the Targa Florio Turismo car which was road tested by this journal in 1953, and which proved at the end of that year to be the fastest car tested.

The power unit of the new Frazer Nash is the six-cylinder, 2-litre Bristol engine, which has been developed over a number of years; the basic design of this was so thorough that latest versions of the engine are producing 140 b.h.p., and the results of many sports car events have shown that before this engine is outclassed, something very good indeed in the 2-litre category will be needed. The engine is rigidly attached to the chassis frame, of which the main members are two large-diameter tubes. One of the secrets of these cars is the road holding, and the front suspension, which employs a single transverse spring and wishbones, and the rear springing by torsion bars, go a long way towards giving the Frazer Nash the reputation it has.

Any sports car is best appreciated in fine weather, although adverse road conditions such as ice and wet surfaces help to prove the stability, as they do that of any type of car. It is, perhaps, remarkable that after the severe winter conditions recently experienced in Great Britain, the test of the Frazer Nash should have been carried out on dry roads, with the exception of about one hour.

There is no doubt that the climate of a country does affect body design of the cars manufactured in it; the enjoyable motoring that was experienced with the Frazer Nash during the road test, with the hood folded away and the now-customary heater not required, made one think that this is the way to travel. The sense of freedom that is gained in a fast open car, the effect of not being hemmed in by glass and a roof, gave the driver a great feeling of joie de vivre.

This, then, is what a fast open car can do for an experienced motorist, and the manner in which the Frazer Nash performs makes the experience even more enjoyable. It is a spritely, taut, car. There is none of the feeling that the controls are connected to the component they operate by

Simple, clean lines are also apparent at the front of the car. Winking indicators are incorporated in the side lamps

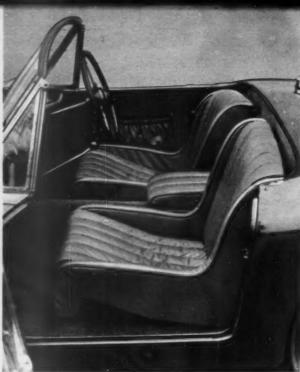


a rubber band. Mechanical response to every action of the driver is immediate, and he feels, therefore, that he can cope with any emergency. The car is nearly one hundred-weight lighter than the model previously tested, and the engine takes advantage of it. There is still the same effect of very little performance below 3,000 r.p.m. type of car one just does not attempt to accelerate in top gear from 10 to 30 m.p.h., or even from 20 to 40 for that matter. The gear box is there to be used, and the engine

will last all the longer for its correct treatment.

It is above 3,000 r.p.m. that the effervescence of the Frager Nash becomes apparent. The 3.6 to 1 axle ratio fitted is a good compromise for road work and fast touring, and with it the different state. and with it the driver can change from first gear to second at about 35 m.p.h.—just as the exhaust note is starting to sing—and then second gear, with all the fun that it can produce, will carry the car up to 60 and over.





Both seats are well upholstered, and leather covered. The whole floor is carpeted

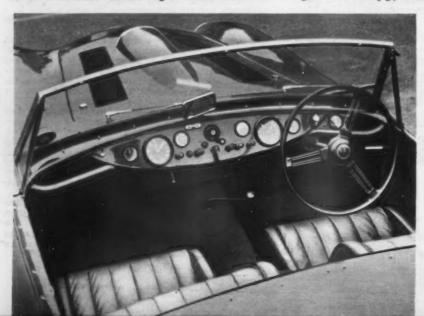
ROAD TEST

It is at this particular moment that the car begins to come to life. The wind starts to make itself heard, and then, as the rev counter of the quickly turning engine shows approximately 5,000 r.p.m., the change up to third is made, and the car really hurls itself forward. There is the crisp exhaust note, the rapidly backward-moving hedges and telegraph poles, and 90 m.p.h. comes up very quickly. This third is a fine gear for use in towns, when the car will trickle along unobtrusively with little noise from the exhaust, or for use when accelerating past fast-moving traffic. A long, winding main road hill tackled in third gear is a delightfully rejuvenating experience.

Top gear gives a fine, easy cruising speed, when conditions are suitable, between 80 and 90 m.p.h. The car's ability to accelerate in top gear is impressive; the kick-in-the-back feeling imparted at about 3,500-4,000 r.p.m. in the lower ratios also will long be remembered. continued

In operation the engine is quiet, except for the snarl of the exhaust when accelerating. It starts extremely easily after a night in the open. Hard plugs were fitted to the arter a night in the open. Fixed pings were littled to the car tested, but there was no oiling up or misfiring when the car was driven in congested traffic. In these conditions the temperature of the coolant rises fairly quickly, but it does not boil; the abbreviated two-bladed fan which is fitted no doubt plays a small part. There is an oil cooling radiator mounted behind the water radiator grille, and this is connected to the engine by large bore pipes. A cable-operated ignition control is fitted; it was used only infrequently when accelerating from low speeds in top gear. The cable tended to stick in its casing, and one had to stop the car to release it.

Considering the performance available and the manner in which the car likes to be driven, the fuel consumption figure of 23.4 m.p.g., which was attained over 56 miles



of a reasonably level road, cruising at 50 m.p.h., is very creditable. This was obtained with the hood down and only the driver in the car. All other performance figures were taken with two persons on board, and hood and side

screens in position.

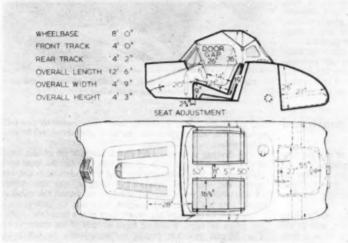
It is obviously no use to have such an engine performance in so light a car if the combination will not stay on the road. Of all the many different varieties of cars which pass through the hands of *The Autocar* staff, the Frazer Nash ranks among those at the top; it can be described as one of the safest cars built today. There are just under two turns of the thin-rimmed steering wheel from one lock to the other, and every inch of movement gives control. The driver can choose his line round a corner, and the car will follow as if on the proverbial rails.

If second gear is engaged on a fast bend, and maximum acceleration used, the wheels can be felt spinning slightly,

and the car comes round in a most entertaining movement controlled by a light hold on the wheel. As with the majority of cars of this quality, the driver has a satisfying indication through the steering gear of what the front wheels are doing. At all speeds up to and over 100 m.p.h. there is good directional stability, and the driver has no feeling of wishing to wrestle with the wheel. The steering lock is sufficient for the car to be turned in two movements in an average-width street, and close to the kerb parking is a simple matter.

The suspension at low speeds is firm by family car standards, but even on cobbled streets there are no spine-jarring movements. There are few mechanical components in the suspension system, and it is difficult to account for its excellence when compared with that of other cars which are as fast or even faster. But very good it is, and greasy, un-familiar roads, traversed after dark, hold no terrors after many fast daylight miles in dry conditions. The tail will

FRAZER NASH TARGA FLORIO FAST ROADSTER



Measurements in these ‡in to Ift scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

ACCEL! Speed					speeds.			M.P.H	ANCE:	27.66	b per
M.P.H. 10—30 20—40 30—50 40—60 50—70		**	4.729 to 1 8.63 8.53 8.0 6.48	6.676 to 1 5.61 5.12 4.3	10.68 to 1 3.16	Тор		B EFF	 Pull lb per to	l in	valent dient 13.9 6.4 4.7
From res	t thro	ugh	to:			BRAN		iency	Peda	i Pressu	re (lb)
	30			NC.				er cent		40	
	50			7.36				er cent		70	
	60			2.61				er cent		110	
	70 80 90		. 17	3.66 7.35 12.1		FUEL	CO	NSUM	 ON: 350 mile	. (14.45	liter
Standing		er m					100 k		330 mile		IMIC

SPEED ON GEARS:

Gear				M.P.H. (normal) and max.)	K.P.	
Top	**	(me	est)	110	177.0	2
3rd				73-91	117.48	-146.45
2nd			**	54-62	86.90-	-99.78
lat				30-40	48.28-	-64.37
SPE	ED	OME	TER	CORREC	CTION:	M.P.H.

per 100 km). 18-24 m.p.g.

Approximate normal range 18—(15.69—11.77 litres per 100 km).

WEATHER:

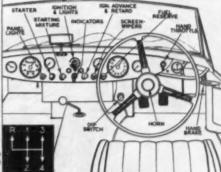
Air temperature 37 deg F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

50	60	70	80	90	100	110
50	60	70	80	90	100 100	110

PRICE (basis) with the basis bade
PRICE (basic) with two-seater body, £1,650 0s 0d.
British purchase tax, £688 12s 6d.
Total (in Great Britain), £2,313 12s 6d.
Extras: Heater £25.
The state of the s
ENGINE: Capacity: 1,971 c.c. (120.27 cu in).
Number of cylinders: 6.
Bore and stroke: 66 × 96 mm (2.598 ×
3.779in).
Valve gear: overhead pushrods.
Compression ratio: 8.5 to 1.
B.H.P.: 105 at 5,000 r.p.m. (B.H.P. per ton
laden 103.0).
Torque: 123 lb ft at 3,750 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 21.5.
WEIGHT: (with 5 gals fuel), 161 cwt
(1,862 lb).
Weight distribution (per cent): F, 50; R, 50.
Laden as tested: 20 cwt (2,262 lb).
Lb per c.c. (laden): 1.14.
BRAKES: Type: F, two-leading shoe;
R, leading and trailing shoe.
Method of operation: F, hydraulic; R, hydraulic.
Drum dimensions: F, 11in diameter; 21in
wide. R, Ilin diameter; 21in wide.
Lining area: F, 90 sq in. R, 94 sq in (182.2
sq in per ton isden).
TYRES: 5.50—16in.
Pressures (lb per sq in): F, 24; R, 26 (normal).
F, 26; R, 28 (for fast driving).
TANK CAPACITY: 17 Imperial gallons
(including 2 gallons reserve).
Oil sump, 8 pints.
Cooling system, 16 pints (plus 1 pint if heater
is fitted).
TURNING CIRCLE: 32ft 0in (L and R).
Steering wheel turns (lock to lock): 12.
DIMENSIONS: Wheelbase: 8ft 0in.
Track: F, 4ft Oin; R, 4ft 2in.
Length (overall): 12ft 6in.
Height: 4ft 3in (scuttle height, 3ft).
Width: 4ft 9in.
Ground clearance: 64in.
Frontal area: 15.6 sq ft (approximately).
ELECTRICAL SYSTEM: 12-volt; 65
ampère-hour battery.
Head lights: Double dip; 36-36 watt bulbs.
SIISPENSION: Front independent trans-



SUSPENSION: Front, independent, transverse leaf spring and wishbones. Rear, torsion bars and A bracket.

slide on wet surfaces if the driver is careless with the accelerator, but control is instantaneous and there is no hopping about.

At high speeds the Frazer Nash seems glued to the road. There is a short, single movement if a hole or bump in the road is encountered, and no more. One advantage of this made-to-measure car is that the owner is able to specify to a certain degree the firmness of suspension he desires.

Brake pedal pressure is light, and the result reasuring. There is no deviation from the straight, and the brakes can be applied hard on a greasy surface, the driver being confident that the car will not swing one way or the other. On the car tested the hand brake had an umbrella-type handle close to the right-hand corner of the facia. This was not ideal in operation, although the brake held the car on a gradient. On future production cars, and more in keeping with the character of the make, will be a proper pull-up lever, fitted on the floor between the driving seat and the door.

The clutch has an easy movement, and stands up well to full-throttle standing starts and snap gear changes. There is a rather long gear lever, but movements between each gear are short and precise. The synchromesh works well, but it is possible to override it when making rapid changes. At times it was difficult to engage reverse gear position, which is guarded by spring pressure. The gear box is quiet in operation, and the ratios are pleasantly close together.

Driving position in a Frazer Nash is very much an individual choice. When a car is ordered by an overseas customer it is the practice of the manufacturer to ask the future owner for his measurements when seated in a typical driving position. The seat is then attached to the floor at



The luggage locker is very deep, and extends the width of the car behind the wheel arches

ROAD TEST . . . continued

the correct distance from the pedals, with one or two alternative positions available by moving the seat brackets. On the car in question there were three variations of position for the driving seat, obtained by tipping the seat forward and moving the hinged brackets from one locating hole to another.

The distance of the steering wheel from the seat back or facia panel is also a matter of individual choice, and so the owner can tailor the driving position exactly to suit him. The position on the car tested gave good control, although the steering wheel was closer to the driver than some people wished for, especially bearing in mind the now popular tendency to place the steering wheel in a position which enables the arms to be stretched out.

The seats are of the semi-bucket pattern with raised sides, which give excellent support and location for both driver

and passenger when travelling fast. The cushions are well upholstered, and support for the back and shoulders is provided where most necessary.

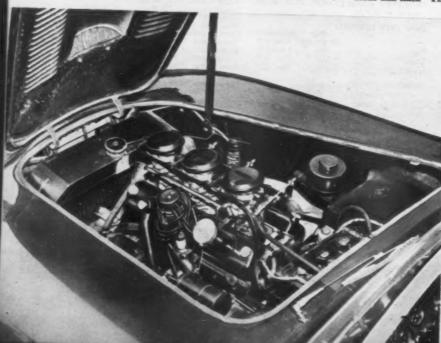
The driving position gives an excellent view of the front of the car, enabling it to be driven through narrow gaps with confidence. A tall driver's eye line coincided with the top acreen rail when he was sitting upright, but the shelter afforded by the wide, curved windscreen caused the wind to shoot over his head, and goggles were not necessary.

Marchal head lamps are fitted; they give a fine, long-reach-

Marchal head lamps are fitted; they give a fine, long-reaching beam of light, enabling high speeds to be maintained. The dipped position causes no annoyance to oncoming traffic. Windtone horns are fitted, and are adequate. The car, as has been stated, provides a wonderful tonic when compared with driving a saloon car even if this has a similar performance, and with the hood up there is still the open car feel about it.

The side curtains are attached to the doors each by two studs and nuts. The hood and plated hood sticks are separ-

ate units, and when not in use are carried in the luggage locker. The luggage locker lid is held in the open position by a strut; when closed the clean lines of the rear of the car are spoilt to some extent by the large ungainly handle of the lock. A starting handle is provided, and there is room for small tools beneath the left-side seat.



With the forward opening bonnet all servicing can be carried out easily. The large reservoir on the right of the compartment is for the one shot lubrication system.

PILGRIM TIMBERS

AT JORDANS, IN BUCKINGHAM-SHIRE, ARE REMINDERS OF THE **ORIGINAL** TIES WHICH AMERICA WITH BRITAIN

"The building is regular, no larger than many ordinary houses . . ."



BROKEN signpost pointed to J-. and we left the main road, A40, between Gerrards Cross and Beaconsfield, in Buckinghamshire, turning right down a narrow There was little traffic about this cold Sunday morning, but we had slowed for a riding school, the piebald and chestnut flanks glistening in the watery light. A cousin had promised to show us Jordans, and perhaps this is the best way to motor in the winter, setting out to see one place of

As we left the car at Jordans an empty cigarette carton turned somersaults in the wind—a bitter wind which in its passage under the mottled sky gave promise of an early snow-We walked towards the Friends' Meeting House and stopped to read restrained grey tablets in the smooth grass which fronts it: William Penn, 1718, and Hannah Penn; on another—the five children of William Penn. Most Americans who have visited Britain will know this spot, for William Penn was one of the Pilgrim Fathers who crossed the Atlantic in the Mayflower to escape religious persecution;

he founded Pennsylvania in the United States.

Jasminum Nudiflorum clings to the red brick walls of the Jasminum Nudiflorum clings to the red brick walls of the Jordans Meeting House; it has nearly reached the weathered roof but grows politely round the lead latticed windows and their white shutters. The building is regular, no larger than many ordinary houses, and rectangular in shape, yet one side does not duplicate the other. A robin hopped hungrily across the lawn, his red chest puffed out against the wind. Not many yards along the lane from the Meeting House we came to the Mayflower barn, said to have been built from timbers of the pilgrims' ship. It is a large, raftered barn with a games court in part of it, for the benefit of its

young visitors-the adjoining old Jordans Farm is now a youth hostel and in summer, I was told, the locality is full of shirt- and short-clad youngsters.

A beautiful centre for them, too, in the summer, I thought, busy rubbing numbed fingers into life. Some years ago, a section of the timbers from the Mayflower barn was incorporated into a gateway between Canada and the United States, on the west side—a permanent memorial to the close ties which exist between our two countries.

We left Jordans and continued in the narrow lanes of Buckinghamshire, one car's width, travelling easily in the huxury of a 1948 Rover 75—huxury because of its pre-integral construction which gives a solid feel on the road. One feels the bumps up and down but the car does not roll on corners. I liked the gears, which are beautifully smooth in operation, and the handy passenger straps in the back.

We sat in comfort on deep grey seats which toned with the black exterior finish, and surveyed the bare wintry countryside through windows that seem lower than in more recent models. Silver birch trunks, looking phosphorescent, rose above the matting of last year's withered brambles and Thick, baleful woods sent shivers down the spine, recalling childhood memories of the "wild wolf woods Whipsnade Zoo. It was easy to imagine dismal, wolflike howls coming from the midst of these grey and lichened

The Next Stop

The car stopped at a halt sign and a benevolent policeman, standing opposite, signalled us to wait for one approaching behind the cover of a bend. We swung round the corner and on towards the next stop, the Royal Standard of England, at Forty Green. The interior of this inn had almost the same effect on me as the Sistine Chapel in the Vatican palace; there one must sit down to take in the full beauty of Michelangelo's frescoes, but in the Royal Standard the impression was for a different reason—the profusion of interesting objects. Live coals dropped from an enormous fire and as we warmed our frozen hands the contents of the room gradually became outlined against their background.

There are prints and photographs of all kinds, including a framed Royal Standard in miniature; a selection of powder horns, a wooden rack for guns hanging from the ceiling, a dark stained-glass window and a black and white ashtray telling you to drink Scotch whisky. Shiny pewter measures ranging from quart size down and up again stand above the mantelpiece. When people say pewter should be dull it is only because they are too lazy to clean it, said the hostess;

she had been there 39 years.

Slowly sipping a Tio Pepe we contemplated the spit, a black revolving hook hanging from a notched brass finger above the fireplace; on either side were miniature knights. standards. Yes, we realized before leaving that the Elizabethan ladies would need these shields to keep the enamel on their faces from cracking. SHIRLEY CARPENTER.

"Travelling easily in the luxury of a 1948 Rover 75"





THE AUTOCAR, 1 APRIL 1955

A SPORTING CAR FOR THE YOUNG AND FOR THE YOUNG IN HEART

Since its introduction the Austin-Healey has set a standard in sports car styling, with its pure and unflamboyant lines

By S. C. H. DAVIS

PROFILE:

If you analyse the reasons why a friend buys a car which he has selected you often find that the decision has rested on characteristics that were not only unappealing to you but also anything but obvious.

Now the Austin-Healey appealed to me because I had had a fast run of over 300 miles in one which suggested the possession of two things I particularly value. It was comfortable and it was quiet—or rather it could be driven quietly in spite of its performance. Once in the driving seat I felt comfortably secure; felt that I could place the car just where I wanted it to go; decided that the machine would jump to it when I wanted to overtake a string of merchant vehicles. The run proved that it could put fifty in the hour and I liked the quality of the cruising at 60-70 m.p.h. Little things

interested once the premier requirements were established. Now all of us who have had years of experience testing every kind and type of car retain the fear that the impression left after a test may not be fully confirmed if you subsequently buy the car. Not even a week of testing will disclose whether the machine will or will not develop those irritating defects whose elimination can cost a mint of money. Still, it seemed to me that any firm as big as the British Motor Corporation was unlikely to sponsor a car which was unreliable, while I knew that their spares and service system was good (which, as far as I am concerned, is a decisive factor in selection). Finally the cost was of vital importance, for although one might like a Bentley Continental or a Mercedes 300SL, one can have only what one can afford, particularly when the hell-hounds of Inland Revenue help themselves to so much of one's hard-earned money. Summing everything up, I liked a host of things. Some I was doubtful about: the electrically-operated change into overdrive on second and top, for example, and the odd position of the gear lever.

A few I did not like: for instance, the fuel filler within



A well-matched pair; "Sammy" Davis, with familiar beret and duffel-coat, in the car





Unobstructed vision, clear road ahead and a well laid-out instrument panel—the ingredients of amusing motoring

1954 AUSTIN-HEALEY

the luggage locker, the absence of starting handle, ammeter and clock—and the darned old-fashioned hydraulic jack.

So there we were, and when the opportunity arose to acquire that very car then came also the chance to see how right or wrong the original opinion had been.

First there were two matters of importance: inspection of the doubtless-well-substantiated cost of certain spares for my youngster's Healey led to a panic enquiry as to Austin-

Healey costs and, secondly, inspection of the beautiful little low-built green car when delivered disclosed only one fault. Now I have had a great deal to do with inspection, therefore am probably pernickety; but in the first of my post-war cars there were eight faults and in the second five. Moreover, the fault this time was only that the spare wheel tyre was not inflated, so this was encouraging.

Next came fitting out: this consisted of mounting a clock and ammeter on the facil board adjusting the throttle pedal

and ammeter on the facia board, adjusting the throttle pedal until it was possible to "toe and heel," providing a socket for an inspection lamp, collecting a spare part pack from Lucas (including yellow head lamp bulbs), fitting the St. Christopher badge I have had for years and also a badge





With the hood up and the rigid sidescreens in position, the car is proof against the winter and does not lose any of its good looks

PROFILE: 1954 AUSTIN-HEALEY

continued

bar. On this bar were arranged a Lucas "flame thrower" lamp of the smaller size, companioned, at that firm's sug-gestion, by a flat-topped beam fog lamp. As to badges, the car will normally wear two, but for full-dress can take six, varying according to the job in hand or the country. Covering the tail pipe was a chromium plate addition, rusty pipes being unsightly. A GB plate and an attachment for towing "Beelzebub" were added. ("Beelzebub" is the author's 1897 Léon Bollée tricycle.—Ep.) Tool kit, a fire extinguisher, and so forth were then put aboard and the task was finished. Well, there we were, and I must say the car is a little peach for my work, which is mostly solo, usually entails 100 miles to a run—often 200 and sometimes 400—as a rule in a certain hurry. At the end of 400 miles there is no sense of fatigue, which is the best testimonial to a car I know. We can express joie de vivre on curves safely, no screech coming from the tyres, and it seems difficult not to put over 40 miles

into an hour. The brakes are fine-even the hand brake the steering light but certain; you and the car are one. With the aid of the high ridges above the front wheels the width is easy to judge in the awkward entrance to my garage and I now like the gear lever position and movement. There is plenty of room in the cockpit, which is unusual for a sports car on racing lines, and though it is awkward for passengers to get in or out, that troubles me not at all! I know how it should be done.

Five speeds are amusing, though I am still experimenting to see how to make the overdrive change absolutely smooth. The fore and aft visibility is first class, so that no "hostile" vehicle can take station on the quarter unnoticed (though several have tried in 30 limits). Opened, and with the screen down in its racing position, I can get all the fresh air I want; closed it is snug by reason of a most efficient heater. The view astern is magnificent as the rear window is very wide indeed. Of all the cars I have

ever owned this is the easiest to wash, includ-ing, funnily enough, the wire wheels of which I was doubtful.

There is room for plenty of luggage, again an unusual point for this type of car; the hood and side curtains are quickly stowed or erected, and though it hasn't happened yet I know that the locker will be flooded with fuel one day as a result of overflow from the internal filler. Except for the propeller-shaft joint nipples it is easy enough to service the car and carry out regular mainten-ance and that goes for the engine auxiliaries as well. There is more room for maps, guide books, and the paraphernalia I carry than on any other car of the kind I have had, but—though this is an advantage—less



Room for plenty of luggage, though the lacker could be flooded by an overflow from the filler



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THE AUTOCAR, 1 APRIL 1955

PROFILE: 1954

AUSTIN-HEALEY continued

room for the dog. I still want a starting handle, having been almost caught when the battery was a bit down after three weeks' rest while I was away, and I still dislike having to grovel if the jack has to be used.

Petrol consumption at the speed at which I drive is a gallon to 24 miles, less when pottering about. For an ash tray which can be used for a pipe (rare accessory) I am duly grateful.

Now, you may notice that some things so often considered to be of vital importance have not been mentioned. Maximum speed for example, and time taken to reach



Guardian of a succession of fast cars through the years; the author's St. Christopher badge

60 m.p.h. from a standstill. Well, maximum speed interests me very little, though I know this car can attain 110. What I want is miles in an hour, not miles per hour for a moment, and as to acceleration from a standstill the bare idea seems horrific and expensive, let alone the fact that we are always left at the post in getting away from traffic lights, having a preference for starting only on the green (not that we are tail-end Charlie a few seconds afterwards).

Efforts by drivers of other, often smaller, sports cars to take the Mickey out of the Austin-Healey cause amusement, because at the end of 100 miles they may or may not be



Towing attachment for Beelzebub, the author's 1897 Léon Boilée tricycle: and a shiny tail pipe

there, and mostly aren't ahead. After all, many years of racing make one disinclined to "dice" on unclear roads.

Tyre pressures are important; you can bring the tail round with the throttle nicely, and inexperience might find that the curve ahead was being taken at 70 m.p.h. instead of the estimated 40, wherein lies danger. On ice and snow you can have a lot of fun and the long straights in France are just the job for this type of car; also the head lamps are good enough for the speed, which is something.

Finally—though this is just naughty pride—the car attracts attention wherever it goes, which means that you have to drive more carefully and keep thoroughly awake, for any error, however slight, will result in, "look at that lunatic with a racing car; oughtn't to be allowed," and so on. I don't say there are not more exciting cars if you have £3,000 or more to spend, but I do say that this car suits me for the particular kind of drives I prefer, and certainly it is an enjoyable car to drive for the sake of driving which, after all, is the purpose for which it was built. And it is amusing to note that the opinions formed during the original test are, in the main, confirmed, even if experience has proved that some things thought to be difficult to handle turned out to be much easier on longer acquaintance.

And, by way of epilogue, it is good to recall that this car would never have been born, or might have had a different name, had it not been for the perfervid enthusiasm of a youngster with a garage at Perranporth, in Cornwall, who became involved in high adventure with those fantastic two-cylinder, air-cooled, A.B.C. cars; who subsequently won the Monte Carlo Rally with the kind of car no normal person would dream of going to the Riviera in,

then ran into foreign trains and generally learned the hard way to make a car for himself. Or for the violent obstinacy of a delightful engineer who spent much time trying to design an egg - poaching machine but lived to gain a knighthood, ruling the huge works known by his name.

works known by his name.

Donald Healey and Sir
Herbert Austin.

And if it hadn't been for the fairy godfather quality of one Sir Leonard Lord, the car might not be in my garage at this moment.



The familiar pipe indicates attention to detail—an ashtray on the shaft tunnel



Sometimes it rains . . . F. Wharton and J. Richardson's Walseley Six-Eighty is mud-plastered

Yet the averages must be high: over the best section, Nairobi to Nakuru (97 miles), class speeds are 53, 55, 57 and 58 m.p.h., and over the worst, Eldoret to Kericho (94 miles), they are 38, 40, 41 and 42 m.p.h. From experience of African roads, one would say that these are grueling speeds, especially if the weather is bad, and most of the cars are likely to finish the run showing signs of the shaking up they will have received. There are penalties for such signs.

Damage not declared at the start earns 10 penalty marks per item; so does the lack of any standard item of equipment. A missing screen wiper costs 15 marks

HIGH-SPEED SAFARI

East Africa's 2,490-Mile Reliability Trial is One of the World's Toughest

TOWARDS the end of May (May 21-24) the third Coronation Safari through Kenya, Tanganyika and Uganda will be run. In toughness this event is surpassed probably only by the round-Australia trial, for the roads of East Africa are such that they give cars a battering which, over nearly 2,500 miles, is sufficient to weed the sheep from the goats. The territory, therefore, is one of the few left in the world where really the rew terr in the world where really big events can be fought out on the road itself instead of with the help of special tests. Next year the Coronation Safari qualifies for full international status and it may well attract, by its adventurous nature, an entry from overseas.

Dirt roads, potholes, lateral corruga-tions, protruding rocks, deep sand, mud or dust: these are what competitors face for most of the distance. Tarmac is the occasional luxury, and even then is likely to be bone-ahakingly wavy. Petrol and service are obtainable only at

long mileage intervals and a hint of the hazards is contained in the note in last year's road book: "In many cases the con-dition of the roads may have changed considerably since these notes were compiled." And in case navigators are too strictly enslaved by European precision as regards averages: "Mileages throughout can be reaverages: mieages throughout can be re-garded as approximate only, since they are recorded from the speedometers of the various cars which were used to cover the entire route." Africa, north, south, east or west, is not a well-mapped country. The four classes of the rally are price-

The four classes of the rally are price-limited: up to £600; £600-£750; £750-£1,000, and over £1,000 (local). Late en-tries close May 9 (Royal East African A.A., P.O. Box 87, Nairobi). The route runs from Nairobi over to Kampala on Lake Victoria in Uganda, back again through Dar es Salaam to Mombasa on the shores of the Indian Ocean, and returns to Nairobi on the execrable road from the coast to the capital.

and a broken rear mirror 20. If the spare and a broken rear mirror 20. If the spare wheel is not ready to go on as a replacement the penalty is 25... and so it goes on. Less than 50 per cent braking earns 50 penalty marks and a broken road

Such penalties indicate the care that must be taken by the driver, even if the long straights invite high speeds. A few extracts from last year's road book emphasize the point:

38 39 39.1

Londiani. Narrow bridge. Eldoret road on right. Carry straight on. Sharp bend. Sharp bend. Bad potholes. Bad corner on h

39.85 40.6 43.0 44.6 49.1 49.6 50.3

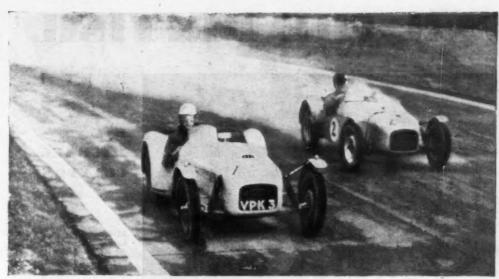
Well, who's for adventure?



Volkswagens in a control during the 1954 Coronation Safari. One of them was the ultimate winner



Leaving the Nairobi start in the 1954 event—the 760 Renault driven by J. Shaw and A. Shadrack



LARGE ENTRY FOR B.A.R.C. MEMBERS' MEETING

Frying tonight. waring's Lotus laying a smoke screen at Modgwick, Marriott's car is more orthodox

PREVIE WO

ROWDED car parks at Goodwood last Saturday gave the impression of at least a National meeting events organized by the British Auto-mobile Racing Club are indeed popular. The weather was the only dull feature of the afternoon; all races consisted of five laps of the 2.4-mile course except one, a ten-lap affair.

In the first event—a handicap for novices—most of the entry consisted of Triumph TR2s, which started together, and the result must have settled argu-ments among the owners about respective

ments among the owners about respective performances. By lap 4 D. R. Barthel's DB3 had worked ahead of all the TR2s except Froggatt's, into second position. Entries in the ladies' event ranged from a 750 Renault driven by Mrs. R. V. Harvard, to a C-type Jaguar piloted by Miss Noel-Buxton. Pat Moss in her TF M.G. tested under the critical eye of her started under the critical eye of her brother. The Renault was overhauled by the Moss-M.G. combination; Hazel Dunham's Ace was in second place behind the M.G. but went backwards at Wood-cote, and Miss Burt's Aston Martin

The second novices' handicap created much excitement. J. K. Bell was away smartly with his open Morris Minor, and it was evident that the car was very quick. Silverman's 750 Renault entered the bitter of the career than the divers thought. chicane faster than the driver thought, spun, and was away without losing a place The Elva-a newcomer to Goodwood with a linered Ford Ten engine and an with a linered Ford Ten engine and an overhead inlet valve conversion—was having fun at St. Mary's and again at Woodcote. Odoni's Morgan put up the fastest lap, but was not quick enough to catch Bell before the finish.

The first scratch race produced a lively start. Peter Gammon, driving the Elva, was hard after Lund in the R.W.G. Manweising. Letus covered the skyline within the skyline with the styline with the skyline with t

waring's Lotus covered the skyline with waring's Lotus covered the skyline with smoke, and I. E. Raby's Ford special had stlam pouring from below the radiator. Gammon and Lund were neck and neck most of the way, until the Elva slowed, and Lund won by nearly ten seconds. Then came the heavy metal—a scratch event for cars over 3,000 c.c. Head's white C-type Jaguar was well away at the

start, and P. Blond in a similar model could not catch him. Hogg, in another C-type, battled with Blond for second

Another handicap had a very mixed atry—Chalcraft's fast T.T. Replica entry—Chalcraft's fast T.T. Replica Frazer Nash, the odd-looking Halton-Buckler driven by Carill-Worsley, various M.G.s and Hamilton's fine old Invicta, to mention a few; de Mattos was going great guns with his Morgan. In the end Constable's M.G. took Watson's Alvis as it headed the closely bunched pack down Lavant straight.

The Old Firm

In the next scratch event, for unblown 1½-litres, came the well-known names of Bicknell and Revis—the same Bicknell but a new car with a Borgward engine in place of the familiar Formula 3 unit. It was obvious from the way Coombs' Connaught-engined Lotus went after the first lap who was going to win-although the remainder tried hard enough. P. S. Bailey was very lucky to escape injury when his Tojeiro went off the road at St. Mary's.

In the ten-lap race Head's C-type Jaguar went in front, but he had to work hard to stay there. J. A. Keeling, C-type, was on his tail, but gave second place to Brooks in D. Hely's Frazer Nash. Brooks got ahead once at Lavant, but Head shook him off along the straight; on the next

lap Keen tried the same tactics, but Head

was ready for him.

A handicap for closed cars produced A handicap for closed cars particular a win for Bednash's Ford Zephyr convertible, while A. T. Foster, Magnette, went very fast through the chicane. The last race was a handicap, and Keen (Cooper), and Brooks (Frazer Nash) not urprisingly were on the limit line. Dennis, Austin-Healey, led all the way.

Dennis, Austin-Healey, led all the w
PROVISIONAL RESULTS (lag distance 2.4
\$GRATEN RACES; by to 1.758 ca.6; 6.
R.W.G. 1.098 (C. M. Lund). 1.008 19.5;
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1.422 (M. W. West 1.986 c.6. (6 lags): 1.
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1.424 (P. Blond). 9m 26.4s; 3. Jaguar 5.442 (P. Blond). 9m 26.4s; 3. Jaguar 1.444 (P. Blond).

Handicap (5 laps): 1, 13m 15s, 63.53 m.p.h iss P. Burt), 15m 35 Dunham, 15m 54.2s.

Pat Moss drove very well to win the Ladies Handicap. The white helmet strikes a familier note



ROUND THE BRITISH



PART I

By MICHAEL CLAYTON

SILVERSTONE: In a haze of exhaust smoke the starters get under way at the beginning of the 1953 British Grand Prix. Fangio (Maserati) has already left, and now in the front row, from left to right, are Ascari (Ferrari), Gonzalez (Maserati), Hawthorn (Ferrari) and Marimon (Maserati)

NO FEWER THAN FOURTEEN WILL BE ACTIVE THIS SEASON

ALTHOUGH the law continues to forbid racing on public roads closed for the purpose, the interest in motor racing has grown steadily until today it is at a peak unknown in pre-war years. Great Britain abounds in circuits, but, unfortunately, most of them are laid out on disused wartime airfields, and lack the interest of up- and down-hill stretches, and the presence of trees or houses which are so important from the spectators' point of view, because it is only against such backgrounds that the true speed of the cars can be appreciated. At present the only big race held on a real road in the British Isles is the Tourist Trophy, which is run on the Dundrod circuit in Northern Ireland.

In reviewing circuits currently in use, it would be invidious to describe them in any order of importance, yet it seems just that Silverstone should be mentioned first. This circuit, situated near Towcester, in Northamptonshire, was opened by the R.A.C. in July, 1948, and in October it was the venue for the first R.A.C. Grand Prix. In 1949 the club circuit was opened, which provided a shorter circuit for club meetings instead of the 2.93-mile Grand Prix circuit. In that year the British Grand Prix was held in May, followed by the Daily Express Trophy meeting in August, and these two races at Silverstone attracted most formidable crowds. On most other weekends during the season the circuit is in use for club meetings at which the informal atmosphere, and lack of the restrictions needed when big crowds attend, combine to provide thoroughly enjoyable races for members of the various clubs concerned.

the various clubs concerned.

In 1951 the R.A.C. relinquished control, and it seemed for a time that Silverstone might be lost to motor racing. Fortunately, however, the British Racing Drivers' Club took over, and they also devised a new club circuit, modified to enable clubs to use the pits and other amenities. Since 1952 the B.R.D.C. have built new pits and additional facilities and have carried out a great deal of surface improvement. Now over half the circuit has been completely resurfaced, and about a quarter has been surface treated. Last year the



CIRCUITS

total running costs were in excess of £9,000, which involved a three-figure deficit.

Currently the circuit record is held by G. Farina driving the Thinwall Special at 100.16 m.p.h., and the sports car record is held by R. Parnell (Aston Martin) at 91.63 m.p.h.

At Goodwood, near Chichester in Sussex, there is another circuit in many ways not unlike Silverstone. Races there have been organized by the British Automobile Racing Club, and the singular success of the B.A.R.C. meetings on this circuit has been owed, in great measure, to the Duke of Richmond and Gordon, as well as to the organizing officials of the club itself. The idea of motor racing at Goodwood sprang from a conversation between the Duke and racing driver Tony Gaze

Lavant Corne Woodcole Con St. Mary's COODWOOD CRANDSTAND

(at that time still in Squadron Leader's Soon uniform). John Morgan, secretary of the B.A.R.C. (then the I.C.C.) stepped in, followed by an enthusiastic Earl Howe, representing the R.A.C. Before the circuit could be used it was necessary to resurface 2.4 miles of 30ft road. This work was undertaken during the winter of 1950, and it was not long before all the necessary buildings were in position. Later a chicane was introduced before the

pit area, and a big mound of earth was raised at the end of the paddock nearest this chicane from which a good view of the cars is now obtained.

The B.A.R.C. Goodwood meetings have been popular from their inception, even though they have been accompanied by an unfair share of bad weather, and when the first nine hours' race was held from 3 p.m. to midnight, the spectators' response was wildly enthusiastic. The lap record is held-as at Silverstone-by the Thinwall Special, but at Goodwood the driver was J. M. Hawthorn, and the speed 94.53 m.p.h.

Brands Hatch, near Farnham, in Kent, became famous for the formula 3, 500 c.c. meetings held by what was originally the 500 Club (and subsequently the Half Litre C.C., and now the B.R. and S.C.C.). However, its However, its history goes back to the early 1930s, when it was a grass track used for car and motor cycle scramble events. It came into existence as a proper road-racing circuit in 1949, and unlike most other circuits it had no airfield ances-The course was one mile long, and had tricky up- and down-hill corners. Spectators were, and still are, fortunate in being able to see virtually all the course from almost any of the enclosures, and the enclosures them-selves slope in such a way that they make natural grandstands. In April, 1954, the circuit was extended to 1.24 miles, and although this will remain the same during the current season it is intended that the lap distance will be



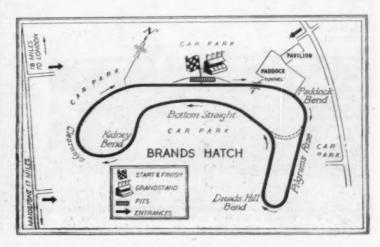
GOODWOOD: The first 9-hour race at Goodwood, held on September 22, 1953, was a huge success. Here the photographer has captured the glare of the passing lights as the cars flash past the pits towards the end of the marathon

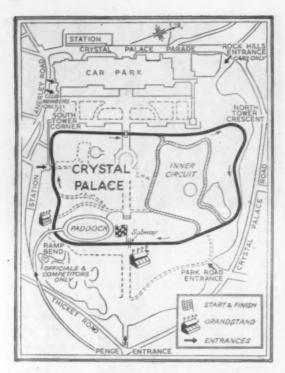
increased progressively to about 3½ miles in two years' time. During this season a new grandstand will be built at the corner called Clearways and this will also incorporate the offices necessary for running the circuit. It was at Brands Hatch that the British champion, Stirling Moss, made his reputation at the wheel of formula 3 cars, but now sports cars and other racing cars take part in the meetings held there. The lap record is held by D. Beauman (Connaught) at 73.42 m.p.h., and the sports car record by A. Brown (Connaught) at 71.54 m.p.h.

Crowds

The spectator attendance figures at Brands Hatch last year rivalled, if not exceeded, those of Silverstone, with a total of some 250,000 people attending car racing alone (and a total of 400,000 people attending car and motor cycle events). Organization of all car events is in the hands of the B.R. and S.C.C. and, partly because of the circuit's proximity to London, it is virtually certain that there will be a very good attendance this year.

Only within the boundaries of London itself has a pre-war racing venue come back into existence. This is, of course, at the Crystal Palace, where the controlling body is the London County Council, and many races have been organized there by the B.A.R.C. The first race on this organized there by the B.A.R.C. The first race on this circuit took place on April 24, 1937, the year of the Coronation of the late King George VI. Names that were famous then are written in the history of British motor racing including the late Dick Seaman, B. Bira, Raymond Mays





BRITISH CIRCUITS . . . continued

(the pre-war record holder), and many, many more. In pre-war days the circuit was somewhat tortuous, but although now reduced in size to 1.39 miles, it is very much faster. The lap record is held at the moment by R. Parnell (Ferrari) at 75.82 m.p.h., and the sports car record by T. A. D. Crook (Cooper-Bristol) at 71.08 m.p.h.

The first meeting after the war attracted some 45,000 spectators, and it is expected that during this season attendances will be even greater as considerable improvements have been made in the spectator accommodation. Two new covered stands have been erected; one, seating 2,000, lines the northern end of the start and finish line, and the other, seating 500, is sited by Ramp Bend, which is at the end of the finishing straight. Improvements have also been made for spectators on other parts of the circuit. The next big meeting will be on Whit Monday, May 30, organized by the B.R. and S.C.C.

This year the British Grand Prix is to change its venue

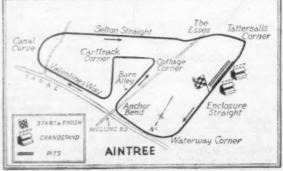
BRANDS HATCH: There was something new about the B.R. and S.C.C. holding a Boxing Day meeting at the end of last season. Here a bunch of formula 3 cars starts out on the final of the Yuletide Trophy. The Creamer-Norton of S. W. Creamer is already in the lead; he remained there throughout the race

from Silverstone to Aintree, and organization of the event will be passed by the R.A.C. from the B.R.D.C. to the B.A.R.C. on this occasion. This circuit is well known because it lies beside the internationally famous Grand National horse-racing course. It is perfectly flat, but it has a useful three-mile lap. Accommodation for spectators is particularly good, all the permanent buildings erected for horse-racing spectators being available. At the opening in 1954 the cars drove in an anti-clockwise direction, but this has since been changed to clockwise. Some very exciting racing has been held there, probably the best meeting being the Daily Telegraph international meeting on October 2 last season.

Slow Establishment

It was thought that the Aintree circuit would attract enormous crowds from the heavily populated areas, such as Liverpool itself, but, rather strangely, the attendance so far has been disappointing. However, the racing itself has been first class, and currently the lap record is held by S. Moss (Maserati) at 89.55 m.p.h., and the sports car record by the American M. Gregory (Ferrari) at 81.57 m.p.h. At the moment the B.A.R.C. are busy preparing for the British Grand Prix, an event whose stature demands many weeks of preparation.

Oulton Park is another of the few circuits that are not based on the perimeter of a one-time airfield. It is sited near Tarporley, in Cheshire, and is in an undulating and very scenic park. Unfortunately, as the park is used for many other events, it is not possible for permanent facilities to be provided, but spectators get a splendid view of the racing. The Mid-Cheshire M.C. has been primarily responsible for the successful meetings held there, and they



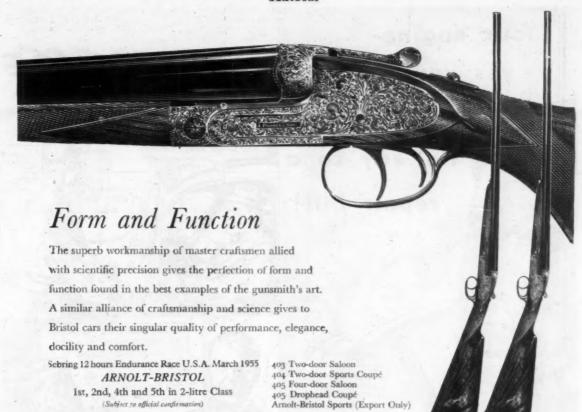
opened the circuit with a club meeting on August 8, 1953.

Last year it was the venue for the British Empire Trophy, which placed the circuit prominently on the motor racing map. The circuit has been lengthened twice, and it now

incorporates a good straight as well as two particularly tricky corners at which water lies in wait for anyone who leaves the road at the wrong moment! The lap record is held by S. Moss (Maserati) at 85.4 m.p.h., and the sports car record by D. Titterington (Jaguar) at 74.06 m.p.h.

Motor racing enthusiasts north of the border have also been busy since the war, and currently the Charterhall circuit is well used. This is sited in Berwickshire, and is almost exactly two miles long. It has a long straight on either side of the start and finish line, this being, in fact, what was the main runway in the days when the circuit was in use as an airfield. The circuit is run by the Winfield Joint Committee, so called because in 1950 and 1951 it organized races at the Winfield circuit before activities moved to Charterhall.

The first international race meeting on the new site took place on October 11, 1952, and it attracted 127 entries, including such drivers as Farina, Parnell, Giraud-Cabantous, Bira, Moss,



(Subject to official confirmation)

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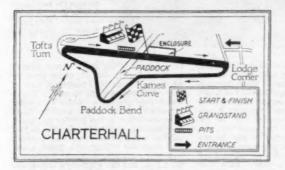


the most powerful petrol you can buy



AINTREE: Some idea of the splendid stand accommodation is given in this dramatic picture taken at the B.A.R.C. international meeting on October 2, last year

BRITISH CIRCUITS . . . continued



Hawthorn and many other well-known names. The Thinwall Special, which holds so many lap records at the opening of this 1955 season, achieved a record lap of 85.71 m.p.h. when driven by K. Wharton, but as a result of improvements it is expected that 90 m.p.h. will be exceed I during this season. The sports car record is held by R. Parnell (Aston Martin) at 73.77 m.p.h.

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It was in the summer of 1951 that a bunch of East Anglian enthusiasts found in Snetterton the essentials of an interesting circuit, as it had fast and slow corners, and two good straights, as well as a certain amount of variation in gradient. The Aston Martin O.C. staged the first meeting on October 27, 1951, and the following season saw a rapid growth in the popularity of the circuit. After Boreham closed the West Essex C.C. joined the ranks of those using Snetterton. Notable meetings have included the U.S.A.F. Trophy and the international West Essex meeting. During the past winter much work has been undertaken to improve spectator



facilities considerably. The lap distance is 2.71 miles, the record being held here, again, by the Thinwall Special, this time with P. Collins as the driver, at a speed of 94.37 m.p.h. P. Whitehead (Cooper-Jaguar) holds the sports car record at 66.02 m.p.h. This season will again see the circuit put to good use, and the first meeting is described on pages 452-453.

The great days of Brooklands have gone, and there is no immediate prospect of racing being resumed at Donington Park. Jersey has given up use of its streets for international racing—at least for the time being—and only motor cycles use the Isle of Man. There is renewed hope that legislation will be passed to enable the most important races to be run on ordinary roads closed for the purpose, but until that happens Dundrod, near Belfast, will continue in pride of place, despite its rather narrow width. Only at Dundrod is there a course in use that provides a good length and every type of corner—but further details of that circuit must wait for the concluding article of this review.

(To be concluded)



OULTON PARK: This is one of the very few circuits in Great Britain that is far removed from the customary airfield type. Here, at Druids Corner, the Jaguar of A. P. R. Rolt is followed by the similar ar of J. Duncan Hamilton in the British Empire Trophy race held in April 1954





The seat-of-your-pants test

FILL up with Shell with I.C.A. Find an open stretch of road. Press hard on the accelerator, without looking at the speedometer. When you feel that you're doing (say) fifty-five, look at the dial. You will be going several m.p.h. more.

Try it the other way round, too. Accelerate to fifty. Then feel how much less fast you seem to be travelling than you usually feel at this speed.

These tests mean that Shell with I.C.A has made your car accelerate more rapidly and more smoothly than you're used to. It means that on Shell your engine reaches and maintains a fast cruising speed with less fuss and less strain.

There are several reasons for this.

The I.C.A in Shell smooths out your engine's performance, and lets it develop its full power with the least possible effort. (If you haven't used Shell before, I.C.A may take a little time to work.) At the same time Shell's perfectly balanced volatility gives it the most vigorous pulling-power. And Shell's anti-knock quality is high enough to satisfy every car on the road.



the most powerful petrol you can buy



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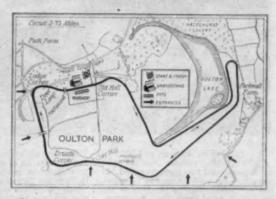
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OVERTURE IN



SEASON **OPENS** PROMISINGLY WITH SNETTERTON SPRING MEETING

The duel of the day was between the two Lister-Bristols of Scott Brown and Sears. Here Scott-Brown is leading his rival

FEW quiet notes up to 1,500 c.c., a sparkling cadenza from the 500s, some solid bass from the over-1,500 apports care and a solo passage by Salvadori, and the curtain was up for 1955 at the Norfolk circuit of Snetterton. Snetterton, like all airfield circuits, suffers from lack of contour, and the definition of bends by small markers increases the overshooting risk by something statistically significant, if the afternoon's (March 26) goings-on round the back of the circuit are to be ex-plained. Yet big barrels are dangerous, having a tendency to knock the errant car for six instead of vice versa. Surely it was the Snetterton Motor Racing Club which planted pine branches a year or two back and temporarily reafforested this Norfolk track? Or perhaps it was the Aston Martin owners, in which apologies to all and sundry. Anyway, it was a good idea for bend definition. Piper's silver Lotus Empire and Threl-Anyway, it

fall's green Turner ran concurrently ahead of the field in the first race, to prove the iof the field in the first race, to prove the winners in the two classes which were dealt with this way; Seaman stayed consistently third in his red Tojeiro-M.G. and two oldtime Rileys hung diffidently back, Moore's 1,100 c.c. hunching its shoulders resentfully at the better progress of Heap's Brooklands model. The crackle of the 500s began in the paddock.

Big Fight

This promised a good race between such drivers as Lewis-Evans, Bueb, Russell and Parker—three Coopers and the redoubtable maroon Kieft from Battersea. redoubtable maroon Kieft from Battersea. Russell's Cooper, a works car, was away at the start, and the only unexpected member of the vanguard in the first six laps was Dennis Taylor's Mark 9 Cooper; but Russell was out ahead, crouched low to minimize the wind effect as the car headed west down the straight to Riches Corner, and Don Parker lay third to Bueb's Cooper; Lewis-Ewans was fourth.

The seventh lap changed all that. Bueb and Lewis-Evans spun on the hairpin and

Parker was left to chase the flying Cooper. But it was a big gap, and interest tended to transfer to incidental duels between Hall's yellow Cooper and Marks' red Kieft, which passed and repassed each other in true dogfight tradition. Formula 3 racing has another satisfaction, too, in the similar appearance of the small cars and the characteristic attitude of the drivers. A bunch of them hurtling down to a corner nostalgically recalls pre-all-enclosed days amongst the big stuff. They look like racing cars, even if they sound like motor bicycles. Anyway, Russell came in unchallenged at the end of the fifteen laps (all races were this distance except the first, a ten-lapper), with Don Parker respectfully in the rear and Taylor's Cooper third. Fastest lap was the interesting figure of 83 m.p.h., which Scott-Brown was to equal in the next race, and only Salvadori's Maserati was to beat with 87.2. Scott-Brown's Lister-Bristol

fact, the car of the day. It was entered by Brian Lister, and the major third by which its engine note surpassed that of Sears' Lister-Bristol, the second car home, revealed the revolutions which were being permitted of the 2-litre engine. Sears went away first in the prettier car, green and maroon and with specially elegant tail fins, and held on to the lead until lap six, when the yellow and green Lister took over. Nothing to speak of separated these two, and the good-sized crowd was treated to some real pressing tactics as each driver tried to do something about the gap on the corners; on the straight they pegged level. But whereas Scott-Brown's car described a steady radius, Sears' tended to wag a little; still, it regained the lead for a single lap (11) and at the end there was a superb finish, with the two cars in line ahead, four yards between them, and obviously nothing in it, not even the disc brakes on Sears' car.

Winner of the 500 c.c. race was J. Russell, after a consistent drive in a works Cooper



INOR KEY

hundreds were packing up to go home, and that well-known paddock sight, men working (on engines), could be enjoyed in several places. It will go on most Saturdays.

Free Fight

The weather had remained dry up to the last race, under the influence of a strong westerly (the one that Russell had ducked away from). Now, however, the sky took on a more leaden look and the sky took on a more leaden look and the evening began to descend. Photographers looked ruefully upward, Roy Salvadori went round the circuit once in the favourite, the Gilby Engineering Maserati, No. 1. The grid grew noisy.

It was a fine line-up for a small meeting: the front row held the Maserati, Scott-Brown's Lister-Bristol, Halford's Cooper-Right from the Faults Described.

ing: the front row held the Maserati, Scott-Brown's Lister-Bristol, Halford's Cooper-Bristol from the Equipe Devone at Torquay, Sowery's 1,100 Cooper-J.A.P. and Kyffin's Ecurie Devone Cooper-Bristol. Halford's car steamed impatiently at the delay. Second row saw Riseley Prichard's Equipe Endeavour Connaught, as smart as could be in black

with magnesium wheels, Black's Lister-Bristol (Sears' car) and Don Beauman's Connaught. Third row held one car—the

Pit signal for Salva-dori in the formule libre race. The owner of the Maserati, Mr. Sidney Greene, is on the right



celebrated old vermilion 2.9 Maserati entered by H. C. Spero and driven by Cliff Davis. Spectators wondered affec-tionately whether it would hold together

for yet another race.

They were bunched as the flag fell, and roared off magnificently. A spot or two of rain descended and it was obvious that of rain descended and it was obvious that more was to follow—quickly. The green Maserati streaked round Coram Curve, jinked across Paddock Bend and tore down the straight, Riseley Prichard's black Connaught chasing it. Scott-Brown lay third, Beauman's Connaught fourth. The red Maserati thundered by fifth along with Young's Connaught. No one farther back looked likely to challenge in fifteen laps, and it was raining steadily now.

The track wettened. Young spun on

The track wettened. Young spun on the hairpin and stalled, on the third lap; the red Maserati went adrift three laps later, making an unauthorized entry into the car park. Scott-Brown duelled alternately with Riseley Prichard and Beauman, and in the end the Lister-Bristol got the better of both Connaughts. By the eighth lap the first three had settled down-Salvadori, Scott-Brown, Riseley Prichard—and Young's Connaught, the Sears Lister-Bristol driven by Black, and Kyffin's Cooper-Bristol were the only ones ringing the changes. The Lister-Bristol engine began to wuffle, the rain to pour down. A fine vertical spray drew a veil over the flying Maserati and the burst of flame from Kyffin's exhaust as he changed down stabbed brightly through the increasing gloom. Salvadori drove beautifully out there in front, slackening speed only by the minimum because of the weather.

"It looks as if Roy wants to get in out of the rain," remarked one enthusiast as the car roared by. "I remember," said another "a day long seen long long.

of the rain, remarked one entitusiast and the car roared by. "I remember," said another, " a day long ago . . . long, long ago . . when it didn't rain at a meeting." Saddened by the thought of having missed such luck, the remainder huddled closer into their raincoats. Sid Greene blipped his triumphant Maserati back into the paddock and everyone splashed home ward. The British season had begun.

tup to 1.200 c.s.: 1. Lotus Empire (D. 74.24 m.p.h.; 2. Brooklands Riley (H. R. 3. Riley 1.100 (L. R. Moore). Fastest lap

C: 1. Turner (C. Tojeiro-M.G. (W. Kitchener)



Start of the last race. Beauman's Start of the last race. Beduman's Connaught is in the foreground and Salvadori, the winner, is in the pole position. Also in the front row are Sowery's 1,100 c.c. Cooper-J.A.P., Halford's Cooper-Bristol and Scott-Brown's Lister-Bristol, The other Lister-Bristol just intrudes on the right

THE LAST of the PUBLIC ROAD SPRINTS

AN ACCIDENT WHICH PROVED TO HAVE FAR-REACHING RESULTS

THIRTY years ago, on March 28, an accident occurred which was to have a far-reaching effect on motor sport in this country.

The occasion was the Kop Hill-climb of the Essex Motor Club. At this once popular speed climb near Prince's Risborough many famous drivers and fast cars were engaged. This was the age of speed events on the public by-roads of this country. Such events were not officially sanctioned, but were arranged with the consent of the local police, who usually had no objection to the use of quiet roads by un-

Each summer weekend these speed hill-climbs and speed trials took place, some at places which had become very well known and attracted big crowds who were able to view this exciting spectacle free of charge. South Harting, Sutton Bank, Holme Moss, Aston Clinton and Kop were among the most popular courses, and it was not unusual for drivers of the calibre of Malcolm Campbell, Humphrey Cook and Parry Thomas to take part in their big Sunbeam, Vauxhall and Leyland racing cars. Competition was keen, especially as the racing light cars of that era were often more than a match for the over-1½-litre cars. For instance, from 1921 onwards the jovial "Archie" Frazer Nash established fastest time of the day on occasion after occasion with his air-cooled, V-twin, chain-driven G.N. cyclecar Kim. It was a slim single-seater, devoid of weather protection until its driver rigged up a primitive hood and windscreen for the long journeys from the G.N. works to the scenes of Kim's daring exploits—no vans or trailers for racing car transportation

Flying Lightweights

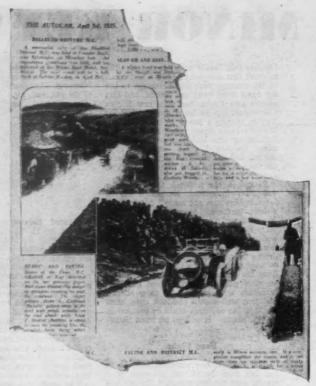
in those days!

After 1923 J. A. Joyce used to get excellent results at these sprint meetings with a very lightweight overhead-camshaft A.C. based on the successful Brooklands cars of that make. If Nash and Joyce were absent for any reason, H. R. Godfrey, the "G" of G.N., could usually clean up the light car class, and very often the unlimited class as well, at the wheel of his ancient, belt-driven G.N., Bluebottle. Sometimes one of the Brooklands giants like Count Zborowski's Chitty-Bang-Bang, or Captain Alastair Miller's Wolseley Viper I, would put in a stirring and thunderous appearance.

Apart from the classes for racing cars, these early sprint meetings catered for ordinary cars, and frequently a formula based on weight and engine capacity was employed as an effective handicap, so that it was not unusual to see touring cars ascending with every seat occupied.

These speed events were illegal for, apart from the presence on the hills of unlicensed and unsilenced racing cars, driven there on trade licence plates, a universal 20 m.p.h. speed limit was in force, but the police generously turned a blind eye.

All went well, however, until that unfortunate fixture at Kop on March 28, 1925. The crowd was unusually large, the climb being within easy access of London, and the spectators insisted on lining the banks close to the road. Because the event itself was in fact illegal, and was being



The complete absence of spectator control, which led to the banning of sporting events on public roads, can be seen in these photographs from a contemporary issue of The Autocar

rur. over a public road, the police were powerless to do more than try to persuade the spectators to stand clear. This they refused to do and, early in the day, a motor cycle rider had to be taken to hospital after a fall, probably caused because his view of the course was impeded.

because his view of the course was impeded.

Worse was to follow: In the car classes F. W. Giveen was driving a car he had only recently acquired, the very fast ex-Raymond Mays Brescia Bugatti Cordon Bleu. He came up the hill at a great speed, lost control at the slight right-hand bend and slewed across the dusty road. The little car shot across the road, mounted the bank, ploughed amongst the spectators, then recovered and roared on its way up to the finish. The unlucky onlookers were mechanics from the nearby Vauxhall factory, one of whom suffered a broken leg. Giveen, incidentally, was apparently quite unaware that he had been involved in an accident.

Reluctant Decision

The event was abandoned and the R.A.C., realizing that the authorities would take action if it did not, called a meeting in April, at which it was resolved that no further speed events on the public road would be sanctioned—a reluctant but unavoidable decision.

At the present time, with closed circuits up and down the land, it is difficult to appreciate the effect that this ban had on motor sport. At that time, apart from these public-road speed events, there were very few places at which racing machinery could be extended, except for Brooklands. One such course was Shelsley Walsh, near Worcester, where annual speed hill-climbs had been held on a private road since before the first World War, and still thrive exceedingly today. The ban of 1925 resulted in the September Shelsley hill-climb being brought forward to May, for the smaller club's loss was the Midland Automobile Club's gain; Segrave made fastest time of the day in his Sunbeam in 53.8 seconds.

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... Proved in Rally after Rally

Look at the Sunbeam's rally record and you'll agree, that here is an exceptional car. A car that combines outstanding performance with supreme reliability.

1953 Sunbeam wins 4 Coupe des Alpes, and the Coupe des Dames in the Alpine, the Team Prize in the Monte Carlo.

1954 The Supreme Award, Gold Cup and the Coupe des Dames in the Alpine, Team Prize in the Monte Carlo.

1955 The Outright Winner, the Coupe des Dames and L'Equipe Cup (Best Three cars same make) in the Monte Carlo.

The Sunbeam thoroughly spoils you . . . an exhilarating engine . . . Rally performance and reliability . . . a driver's seat that is adjustable for height, rake and legroom . . . but try it for yourself and you'll know why it's just your kind of car.

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Mk III Saloon (overdrive optional) £795 (P.T. £332.7.6) Mk III Convertible (overdrive optional) £845 (P.T. £353.4.2) Alpine sports 2-seater 2‡ litre (overdrive fitted) £855 (P.T. £357.7.6)



Sunbeam

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General Classification

1955

CAPT. P. MALLING (Norway)

1

General Classification

1053

Maurice Gatsonides in a Ford Zephyr

Insist on "Tyresoles" by name—not just a retread but the proved process of tyre reconditioning. Refuse substitutes. Every treated tyre carries the name "Tyresoles",

Ask your local earnige, or, in case of difficulty, your. Telephone Director will give youethe name and address of your searest Tyresoles factory.



By Courtesy of Rootes Motors Ltd.

Outright winners of the Rally, by a margin of some 25 points, were Capt. Per Malling (right) of the Oslo police and Gunnar Fadum, vice-chairman of the Royal Norwegian Automobile Club (left), driving a Sunbeam on "Tyresoles".



Little used relic of the days of horse-drawn traffic is the trough at the roadside at Steyning, Sussex

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRE-SPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.I.

"Cars by Rail"

Too Much Strain on Autobahnen

Too Much Strain on Autobahnen
[66324.]—I would like to endorse Mr. R. C. Mayor's remarks
[66284], criticizing your leading article "Cara by Rail." Even the
provision of a first-class autobahn would do little to threaten the
survival of the railways. Although present railway schedules
have not returned to pre-war standards, the 390 miles from
London to Edinburgh are run in under eight hours at average
speeds of over 50 m.p.h. To compete with such an average by
autobahn, excessive strain would be inflicted on man and
machine, with the exception of expensive cars designed with
cruising speeds in the eighties.

Which form of transport is the more archaic? That on which
full restaurant, toilet and sleeping facilities are available en
route; or that on which frequent halts for the necessities of life
are unavoidable?

From experiences on German autobahnen, I find that driving

From experiences on German autobahnen, I find that driving From experiences on German autobahnen, I find that driving a medium-powered car can be quite nerve-wracking at busy periods. Two streams of traffic tend to develop, one of heavy lorries travelling at 30 m.p.h., and the other of powerful cars travelling at about 70 m.p.h., Drivers wishing to maintain a speed between these two require a strong nerve and a certain amount of skill in weaving between the two streams.

I suggest that the majority of motorists travelling by car for

holiday or business reasons do so not because of any convenience of making a long road journey, but merely for the advantage of having the use of their vehicles at their destination. The provision of "drive-on" flat trucks for cars on all express trains would, I think, be a popular way of reducing congestion on the roads. One passenger train with 300 passengers is more to the nation's advantage than the equivalent of 80-100 cars or ten motor coaches. Wakefield, Yorkshire. А. Т. Воотне.

Armstrong Whitworth Cars

Experiences of pre-1914

[66325.]—I have been very interested in reading the various letters about the Armstrong Whitworth car; my experience may

My father bought a 25 h.p. Armstrong Whitworth in 1907 or 1908, a 15.9 h.p. Armstrong Whitworth in 1913-1914 and a 14 h.p. in about 1924.

14 h.p. in about 1924.

Our chauffeur and I collected the 25 h.p. Armstrong from Elswick works, Newcastle, and from June 15, 1910, when I obtained my driving licence, I drove the car until it was sold in 1918. The car had a four-cylinder engine, the cylinders were separately cast (some said it was a White and Poppe engine), it had side valves, multi-plate clutch running in oil, no fan, vaned flywhed; four-speed gate change gear box, honeycomb radiator (very similar in shape to the Rolls-Royce's), hand brake on the rear wheels, and foot brake on a drum behind the gear box. The chassis price was, I think, £450, but no lamps, mudguards, spare wheel, speedometer or horn were supplied.

The 15.9 h.p. Armstrong Vhitworth I collected from Arm-

CORRESPONDENCE

continued 40575

strong's works in Manchester, manufacture of cars having ceased at Newcastle. Again it was a bare chassis, with a four-cylinder engine, monobloc cylinder block, a different type of Bosch starter (both cars had accumulator and magneto ignition); petrol was fed by pressure pump mounted on the dash; Dunlop centre lock wire wheels, a multi-plate clutch running in oil (not a leather cone clutch), and the same very good four-speed gear box. This car ran about 80,000 miles without any thought gear box. This car ran about 80,000 miles without any thought of a rebore, and was replaced about 1924 with a 14 h.p. Armstrong four-seater complete with lamps, hood, spare wheel and windscreen. I was not greatly interested in this car—I used it only during the summer months—for it was subject to attacks of wheel wobble and it was sold about 1932 after running about 70,000 miles, again with no rebore.

My father started motoring in 1905 with a four-cylinder Darracq, then followed a 15 h.p. De Dion Bouton, 25 h.p. Armstrong, 15 h.p. Austin, 12-14 h.p. Fiat, 15-20 h.p. B.S.A., 15.9 h.p. Schneider, 15.9 h.p. Armstrong and last, a 14 h.p. Armstrong.

Armstrong.

In 1932 I first owned a six-cylinder Morris, followed by 16 h.p.
Austin, 20 h.p. S.S., 16 Alvia, three M.G. cars—TA, TB, TC—
an Alvia Speed-Twenty, and now a 3-litre Alvis.
Shipley, Yorkshire.

J. HUGH WILLIAMSON.

The Abacus

How Is it Used I

[66326.]—The Scribe asks (February 11): "Has anyone got an abacus?" We have two, hanging on the wall as ornaments; can he tell us how to use them? I have seen them in use in Malaya, China and Japan and the speed with which complicated problems can be solved is quite astonishing.

I am unable to decipher the signature of the artist responsible for the sketches in "Pity the Passenger"—January 28—but the expressions on the faces can be bettered only in real life.

Tunbridge Wells, Kent.

[Apact from straight counting, search mel—Tru Scarnel.]

[Apart from straight counting, search me!-THE SCRIBE.] [Artist was Gordon Horner.-ED.]

A Rover Move

Central Gear Lever Criticized

[66327.]-The road test of the Rover 75 in The Autocar of March 18 brings home to me a point common to all Rover models which I think spoils an otherwise very fine car—the ugly arrangement of the central gear lever. The previous steer-

ugly arrangement of the central gear lever. The previous steering column gear lever was a far neater installation, if less precise. I think the right-hand type of gear lever would suit this particular car admirably. Why the Rover company decided particular car admirably. Why the Rover company decided to revert to the central change and to such an untidy arrangement to keep the front seat clear I fail to understand.

Broadstairs, Kent.

F. T. ALEXANDER-PREBBLE.

On Your Own

Transport Commission "the Villain"

[66328.]-I have read with interest the experiences of your readers in taking their cars abroad without the assistance of the motoring organizations. But are they not "straining at a gnat? I have been a member of the A.A. for years, during which time the preparation of foreign touring documents has been the only tangible service I have demanded of the Association. I believe the service they give to members on the Association of th going abroad is as good as one would expect it to be, and that the £3 inclusive charge they make for documents and port services, while not exactly cheap, is not unreasonable. It is, at any rate, not large in comparison with the total cost of taking a car abroad

The villain of the piece is surely the British Transport Com mission. A medium-sized car and three adult first-class passengers are conveyed on the Grossenbrode-Gedser train and vehicle ferry between Germany and Denmark for £6 15s. The crossing takes three hours, as does the Dover-Dunkirk ferry. Allowing £1 extra per car for an average load of twenty cars Allowing £1 extra per car for an average load of twenty cars carried winter and summer (in addition to a train) as a contribution towards the running and maintenance costs of the locks at Dover and Dunkirk (not applicable to Grossenbrode where there is practically no tide), there is still a difference in cost of nearly £8 in favour of the Baltic ferry. And you can get a haircut on the German ferry if you want one, as well as the amenities available on the Dover ferry. R. W. HARDISTY.

Blackheath, S.E.3.

French-built in 1912

The Lurquin-Condert Recalled

[66329.]—In reply to letter [66278] I can supply a few details of the Lurquin-Condert car, which I think is the one your correspondent is referring to. It was a French belt-driven cyclecar with a V-twin engine mounted transversely across the frame. It was made about 1912 and there is a photograph of the engine in *The Cyclecar* for November 27, 1912. G. N. GEORGANO. Oxford

Satisfaction

A Helpful Service Department

[66330.]—I should like heartily to endorse every word stated by Mr. E. W. Seabourne [66137]. In his letter he pays tribute to the Nuffield Organization, and I should like to say I have received the same wonderful treat-

My last car was a Morris Six of 1950, and at present I have a Series II Oxford—both have had teething troubles, but nothing has been too much trouble for the service department, and they have spared no pains to make me happy with both cars. Needless to say, like Mr. E. W. Seabourne, I shall not find it difficult to decide the make of future cars that I buy.

London, E.11.

Dennis A. Hedges.

Sporting Four-seater

Extra Passengers Are No Problem

[66331.]—Mr. C. R. Catesby [66295] in replying to Mr. Godfrey Kingdon, is less than fair. Many people who want sports cars [66331.]—Mr. C. R. Catesby [66295] in replying to Mr. Godfrey Kingdon, is less than fair. Many people who want sports cars would like to be able to take extra passengers sometimes. The rear seats need not be sumptuous, and if an elderly or otherwise vulnerable person is being carried, he or she can be put in front. Nor need a sports car always be driven like a sports car. If it has the seating space it can be used as a hack in an emergency, and the driving suited to the occasion.

My car, a 21-tire Lea-Francis, remains very much a sports car while having at least adequate rear seats. It will carry four adults at abour 100 m.p.h. and cruise in the eighties, where possible and its road-holding and braking are not easily hettered.

sible, and its road-holding and braking are not easily bettered.

The presence of two extra passengers makes only a slight difference to its performance. In short, I think the Lea-Francis measures up very well to Mr. Kingdon's specification.

Why do not other manufacturers build similar cars? It may

be because they are doing a good trade with two-seaters America, where the sports car is usually bought as a complement to (and perhaps as a relief from) the family saloon. But in this country not many people can afford two cars. One can only hope that at least one of the smaller manufacturers will continue to realize that the demand for a four-seater sports car really does exist here.

J. R. L. ORANGE. Budleigh Salterton, Devon.

"Critic from the West"

Room for improvement

[66332.]—Far be it from me to decry the efforts of a fellow Californian in describing our freeway system, but Mr. Roger Barlow ("Critic from the West"), in your January 14 issue, paints a picture which can be most misleading to his many British friends.

Here, in Los Angeles, our freeways are acknowledged to be ten years out of date and by the time the system will be completed, it will be some 20 years out of date. The main reason for this is the difficulty of predicting the astonishing traffic growth of the post-war years in this area, together with deterioration of an ever-poor public transportation system.

As Mr. Barlow described it, our system is a four-lane, one-way highway with no intersections or traffic lights, with a speed limit of 55 m.p.h. Strategic turn-offs are located from the right lane to connect with over- or under-passed major arteries. In a similar fashion turn-ons are provided, feeding tangentially into the right lane for entry on to the freeway from these same

In the photographs illustrating his article there is little traffic shown, which means that they were taken just after dawn or around 9 p.m. on a summer evening. From 7 a.m. to



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* THE TRIUMPH T.R.2. SPORTS CAR WON 1st PLACE IN CLASS 9 (SPORTS CARS, 1,601 cc. AND OVER) IN THE 1955 R.A.C. INTERNATIONAL RALLY AND 2nd PLACE OVER ALL CLASSES.

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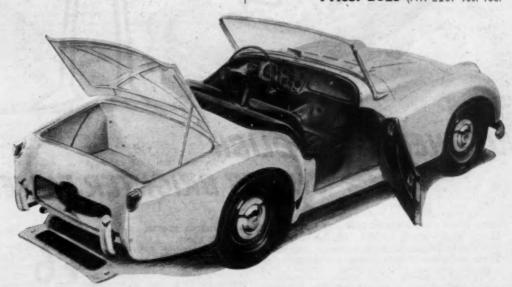
SURGING POWER WITH BUNNING ECONOMY

The 1991 c.c. (2 litre) engine of the Triumph T.R.2. Sports Car develops 90 b.h.p. at 4,800 r.p.m. giving a maximum speed of over 100 m.p.h. in touring trim. It has a number of features which will specially appeal to the sporting motorist for events in the 2 litre class. The four-speed gearbox, which is controlled by a central remote-control lever has close ratios and synchromesh mechanism. Petrol consumption (high-speed touring) is 32 m.p.g. Thus, high performance and vivid acceleration are combined with a remarkable economy—a combination of outstanding qualities not to be found in any other car of its class.

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46

JOHNSON'S

DEEP GLOSS



CORRESPONDENCE ...

9 a.m. and from 4.30 p.m. to 7 p.m. out whole system is a four-lane traffic jam, bumper to bumper at a five-mile radius from the centre of the city. This happens on the in-bound routes and is a little better on the our-bound ones. True it is that I can make the eight-mile journey to the civic centre on an uncrowded freeway in ten minutes, but at peak hours it takes me 30 minutes. At such times, using the ordinary streets with stop-and-go driving. I can make the journey in 25 minutes. In doing so I avoid jangled nerves which are consequent on watching a would-be Nuvolari in front and a would-be Varzi behind me on the freeway.

The efficacy of any such system can be judged only under such conditions of stress. A little thought on the part of your readers will perceive the weakness of this system as engineered. The controlling factor is the smallest bottleneck (pardon the word) in the system. Here, in California, all turn-offs on to 25 or 35 m.p.h. arteries are controlled by traffic lights or stop signs within 200 yards of the freeway. This, in theory, should only affect the right lane, but in practice a build-up of stationary traffic backs up along the freeway, causing obstructive lane changing, which sets up a chain reaction affecting all lanes. Another bad feature is that, owing to the layout of existing streets, it is often necessary to funnel incoming traffic to the freeway ahead of the turn-off or exit from the freeway to the same street. This leads to a situation where the oncoming driver to the freeway is trying carefully to merge his way into the right lane in front of an already slowed driver trying to exit from it

The freeways here are paid for by a six-cent petrol tax and therefore are open to all motor vehicles; this includes buses and trailers. A Californian trailer rig is really something. It must be some 60ft overall and is banned in most of our other states. They are not confined to any particular lanes. On the long gradient at the city end of the Holywood freeway, it is most thought-provoking to see these heavily laden gargantua crawl at 7 m.p.h. in the right lane while another, less heavily loaded, passes it at 8 m.p.h.

I fully appreciate the necessity for better roads in Britain and the wonderful job *The Autocar* is doing in underscoring action, but I feel that the civil engineers of Britain can profit by our mistakes. Neither is it the intent to belittle the efforts of our far-seeing State Highways Department or our State Legislature as we have the finest highways in the United States.

Alhambra.

V. L. BOLAND.

Winking Indicators

Criticized by Day and Night

[66333.]-I think that winking indicators are the worst and most dangerous accessory a car can have. During the day I find that my eye is diverted from the road by the incessant winking. This in itself is dangerous. After dark I find that it incarly always too late to distinguish the braking light from the indicator. Surely the "old-fashioned". Trafficator is far more reliable and accurate? Kensington, W.8. STEPHEN LAURIE.

Tyres Without Tubes

Retain the Spare Wheel

[66334.]—The article on tubeless tyres (The Autocar, February [00534.]—The article on tubeless tyres (The Autocar, February 4) was most interesting and informative, and whilst it can be agreed that in theory no spare wheel need be carried, what of the cases which occur from time to time of three-inch cuts through the whole thickness of the tyre, even when new? Your suggestion that a tube and gaiter be carried is fair enough, but what percentage of motorists either have the "know how" or carry the tools to repair tyres?

Thebeles tyres reason but alease here we may not to the state of the state

Tubeless tyres maybe, but please leave me my spare. Littlehampton, Sussex. E. W. CUFF MILLER.

Outstanding

Why Only the Jaguar?

[66335.]—It is to be hoped that the motor manufacturers of this country have learned the lesson posed by the Mark VII Jaguar road tested last year. Here is a car which is not only besutiful in line and finish, but also has a specification embodying all those things dear to the keen motorist; these include separate fully adjustable seats, adjustable steering column, central remote control gear lever, central hand brake, heater and acreen washers,

continued

sunshine roof and twin fog lamps. All these are things one should expect to find on any medium-priced car as standard fittings, to make the car suitable for all-weather use and to suit drivers of all statures. Several of these features were standard on even cheap cars before the war—in a buyer's market—and it is high time we had sunshine roofs, separate seats and the other features back as standard.

When one lists the many other worthwhile features in the Jaguar specification, such as overdrive, servo brakes, hardwood facia and door cappings, twin visors, two-speed self-parking wipers, fitted tool kit, good leather and real carpets—together with a performance very few can better—one can only speculate as to how it can be done for the money. Is it that Jaguar are much more efficient than the rest of the industry or that

the latter are complacently taking a high profit?

The Mark VII was designed for the American market and The Mark VII was designed for the American market and that probably accounts for its width. It is to be hoped that when Jaguar introduce a new model it will be narrower, to suit British roads and garage widths, and that it will have a higher geared steering.

F. G. Derby.

Caravanners

A Proposed Association

[66336.]-It is proposed to form a Caravan Users' Association which will be independent of caravan manufacturers and traders. Its objects will include:

Advice to members on the purchase of caravans. The inspection of faulty caravans and, where warranted, aid to obtain redress from the maker or dealer.

The investigation of licensed sites kept exclusively for purchasers from one dealer. It is proposed to take this up with the Ministry with a view to having "key money" restrictions removed

The preparation of reports on caravans, dealers and sites for issue to members only.

As far as we are aware there is no organization with these objects which does not depend on the financial support of caravan manufacturers and traders. This will be an independent body and information will be supplied to members only. It will not deal with touring, rallies, holidays and so on which are catered for by existing clubs. Inspectors will be appointed in various areas to examine and report on caravans to members.

tavans to incliness.

It is hoped to keep the subscription down to a few shillings year. Will anyone interested please let me know?

London, E.C.1.

J. V. BRITTAIN. year.

[Letters will be forwarded.-ED.]

Dazzle

Successfully Overcome

[66337.]—From time to time much has been written in the columns of your admirable journal on the question of night dazzle and dual-dipping. It has always puzzled me why our British motorists should express such violent dislike of a practice which is in universal use on the Continent and most have countries. It may be that my own recent experience can other countries. It may be that my own recent experience can offer an explanation.

offer an explanation.

My present car is a high-grade, fast British sports saloon, fitted with powerful head lamps using 48-48-watt bulbs with twin filaments for dipping. Night driving became a torture, even a danger, as practically every oncoming motorist, private or professional, protested against my dipped lights by switching his on full—and so we were both badly dazzled. I tried everything in my power to improve matters by using yellow bulbs, rim caps and even lowering the focus, but to no avail. On the Continent I also experienced the same protest.

A short while ago I fitted a well-known make of Continental

A short while ago I fitted a well-known make of Continental reflectors and bulbs, now available in England, with thoroughly satisfying results. With headlamps full on, the 45-watt driving satisfying results. With headlamps full on, the 45-watt driving light was as good as ever, if not better. But when dipped (36 watts) nobody now seems to be bothered and during many hundreds of miles of driving at night slong A1, A5 and other trunk roads, I have not received a single protesting flicker of oncoming head lamps. Even the notoriously suspicious lorry and bus drivers do not now object to my dual dipped lights. It is a trendedus relief. is a tremendous relief.

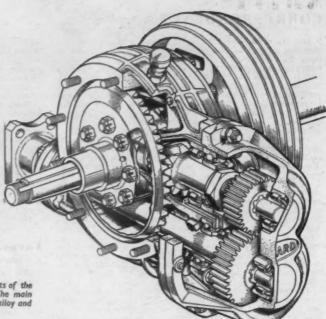
It would, therefore, appear that the problem of dazzle can be solved quite simply by our lamp manufacturers. They might be well advised to follow the designs and methods developed by d-established and experienced specialists in other countries.

London, S.W.1.

P. Granny.

THIRTY-EIGHT VARIETIES

ALLARD QUICK CHANGE FINAL DRIVE UNIT PROVIDES WIDE SELECTION OF RATIOS



In this cutaway drawing the main components of the new Allard final drive unit can be seen. The main casing is a casting in DTD 424 aluminium alloy and is well ribbed

IRMS specializing in the building of sports and racing cars usually manage to purchase a ready-made engine to suit their particular require-ments, or find a unit with potential power output which can be developed without too much expense. It is not so easy to obtain a suitable final drive unit, partiobtain a suitable final drive unit, particularly the type for chassis mounting with independent, or de Dion, rear suspension, having a low weight and a range of alternative ratios for different circuits. Such a unit, with an input torque capacity of 720 lb ft, is manufactured by the Allard Motor Co., Ltd., 24-28, Clapham High Street, London, S.W.4.

In its main essentials the unit consists of an input shaft with a coupling flange

of an input shaft with a coupling flange splined on the forward end, and mounted three inches below the horizontal centre line. At the rear end of this shaft is mounted a spur gear, which meshes with another gear mounted on the end of the bevel pinion shaft. The drive is thus transferred to the bevel pinion meshing with the crown-wheel, to which the dif-ferential assembly is bolted. From the differential bevel shafts the drive is finally taken to the wheels.

Roller Bearings

The main casing is a well-ribbed cast-ing in DTD 424 aluminium alloy, sub-stantially circular in section to accom-modate the crown wheel. Its side faces are machined and spigoted for mounting of the two identical side covers, in which are housed the opposed taper roller bear-ings for the crown wheel and differential ings for the crown wheel and differential assembly. At the rear of the main casing is a machined bore to house the bevel pinion and bearing assembly. The inner end tapers down to house the nose bearing of the bevel pinion; this housing is a wall cibbed to the cross convictor forces. ing of the bevel pinion; this nousing is well ribbed to the case, ensuring freedom from deflection. The pinion is thus provided with a roller bearing on each side of it for radial loads, and end thrust is taken by a third bearing of the deep groove ball type. This bearing assembly a mounted in a steel housing and adjustment for mesh is obtained by shimming behind the flange which bolts it to the case. Adjustment for correct meshing of the crown wheel, and preloading of its taper roller bearings, is by shims between the main casing and side covers.

An aluminium alloy cover containing the outrigger bearings for the quick-change spur gears is spigoted and bolted to the rear face of the main casing. The bearings are roller types, with their rollers located in the outer race.

Flexibility

The input shaft, manufactured in EN29 (tensile strength 60 tons per sq in), is reduced in diameter over its mid-section to obtain a degree of torsional flexibility for shock loads. At the front end it is mounted in a Ferobestos phenolresin bonded plain bearing, with a ball race at the rear of the main casing. It extends through into the rear cover which contains the outrigged roller bearing. Be-tween those two bearings the lower quick change spur gear is mounted on a sliding

Inboard brakes are an optional fitting with the unit, and when required the back-plates for them are mounted on a flange provided on the side covers of the differential casing. Lockheed hydraulic brakes 12in diameter × 12in wide are available, but a 2½in wide brake is now

under investigation.

The bevel pinions of the differential are integral with the output shafts, which are provided with a tapered end and key, for the fitting of an output coupling. On this coupling can be bolted the final drive shafts to the wheels, and the brake drum when inboard brakes are fitted. The coupling carries a roller race on its outside diameter, the inner bearing being provided on the differential pinion shaft.

The crown wheel and pinion are spiral bevels, and the differential gears orthodox straight cut bevels. As with the straight cut spur gears, all are made from EN 34 case-hardened steel.

By removing eight retaining nuts, the

rear cover, containing the two roller and outer race assemblies, can be withdrawn. With the aid of an extractor the two inner with the aid of an extractor the two inner races of the bearings can be removed from their shafts; this allows the two spur gears to be slipped off the aliding splines on which they are mounted. Having selected the alternative spur gears to give the desired change of ratios the whole process is reversed, and the operation can be completed comfortably in less than ten minutes with practice. than ten minutes, with practice.

The spur gears are mounted on the same size of splines. With seven pairs of these, plus the three ratios of crown wheels and pinions available, it is possible to have a range of thirty-eight overall ratios between 2.42 and 5.10 to 1—enough for any purpose.

Splash lubrication with E.P. 90 oil is provided. The necessary mounting points can be provided by plates attached to the through bolts which fix the end covers to the main casing. Weight of the unit is 143-lib complete and 94lb if supplied without brakes without brakes.

without brakes.

The price, with one set of gears less brakes, is £210. If required, brakes are £35 extra. Units have been fitted to the Allard JR, H.W.M. (formula 2), H.W.M.-Jaguar and Cooper-Jaguar.

FOR THE RECORD

Whe's Who in the Motor Industry, published by Roland C. Bellamy Publications, Saint Mary's Gate, Grimsby, Lincolnshire, at 27s 6d post free.

This is the second edition of a very This is the second edition of a very informative compendium of motor industry firms and their managerial personnel. There is also a valuable biographical section, and the publication succeeds admirably in its purpose of giving, in brief but adequate form, easily found details of the utmost value to those who are interested or occupied in the who are interested or occupied in the motor industry.

BRITISH PRICES OF NEW CARS

	British List Price £ s d	British Total Price £ s d		British List Price	British Total Price		British List Price £ s,d	British Total Price & s d
A.C. 2-litre 2-door	1.027 12 2	1.456 18 1	DE SOTO Diplomat Custom	1,460 0 0	2,070 5 9	MORRIS Minor tourer	373 0 0	529 10 10
Four-door Ace sports 2-seater	1,107 19 4	1,456 18 1 1,570 14 11 1,439 0 10	D.K.W. Sonderklasse	597 0 0	864 17 6	Two-door	373 0 0 395 0 0	529 10 10 560 14 2
Acecs coupé	1,215 0 0	1,722 7 6	Coupé Cabriolet 2-seater	632 0 0 925 0 0	1,311 10 10	Travellers' car Cowley	422 10 0 495 0 0	599 13 4 702 7 6
1900 1900 Super Sprint	1,850 0 0	2,621 19 2 3,542 15 10	Cabriolet 4-seater Station Wagon	785 0 0 688 0 0	975 15 10	Oxford	525 0 0 580 0 0	744 17 6 822 IS 10
ALLARD			DODGE	1,725 0 0	2,450 10 10	NASH Rambler	1,450 0 0	2,054 13 7
Palm Beach 4-cyl. 3-seater 6-cyl. 3-seater	720 0 0 750 0 0	1,021 2 6	Royal	1,830 0 0	2,601 4 2	Station Wagon OLDSMOBILE	1,490 0 0	2,111 14 2
21-litre saloon	1,250 0 0	1,771 .19 2	500C coupé	403 10 0 412 10 0	572 15 0 585 10 0	Series 86 Super	1,640 0 0	2,324 9 2
Monte Carlo	1,375 0 0	1,949 0 10	Station wagen	478 10 0 563 10 0	679 0 0	Series 98 de luxe	1,985 0 0 2,080 0 0	2,331 10 10 2,913 4 2 2,947 15 10
ALVIS		Control of the last	New 1100	750 0 0 774 0 0	799 8 2 1,063 12 6 1,097 12 6	PACKARD		
3-litre	1,285 0 0	1,821 10 10	1900A	980 0 0 1,385 0 0	1,389 9 2	Clipper	2,266 0 0	2,324 9 2 3,211 5 10
ARMSTRONG SIDDELEY	-4.579	111111111111111111111111111111111111111	FORD (Britain)			Junior sports	771 6 0	1,100 0 0
Sapphire (synchro- mesh box)	1,215 0 0	1,722 7 6	Popular Anglia	275 0 0 360 0 0	390 14 2 511 2 6	Dyna saloon	873 14 0	1,250 0 0
Sapphire (preselector) Sapphire (automatic)	1,285 0 0	1,821 10 10	Prefect	395 0 0 470 0 0	560 14 2 666 19 2	Ten tourer	625 0 0 675 0 0	957 3 4
ASTON MARTIN	1,925 0 0	2,728 4 2	Zephyr Six	570 0 0 532 0 0	808 12 6 754 15 10	PEUGEOT Type 203	633 15 11	899 0 0
Drop-head coupé DB3S competition	2,025 0 0	2,728 4 2 2,869 17 6 3,684 9 2	Zodiac	677 0 0 600 0 0	960 4 4 851 2 6	Station wagon PLYMOUTH	732 12 4	1,039 0 0
AUSTIN A.30 Seven 2-door	335 0 0	475 14 2	FORD (Canada) Customline	1,448 17 6	2,050 0 0	Savoy	1,404 0 0	2,045 19 4
Four-door Countryman	355 0 0 395 0 0	504 0 10 560 14 2	PRAZER-NASH Mark II 2-seater	2,250 0 0	3,188 12 6	Four-door	-	2,050 0 0- 3,200 0 0
A.40 Cambridge 2-door Four-door	458 0 0 468 0 0	649 19 2	Targa Florio Gran	2,250 0 0	3,188 12 6	PORSCHE	1,260 0 0	1,786 2 6
A.50 four-door A.90 Westminster	478 C O O 558 O O	664 2 6 678 5 10 791 12 6	Le Mans coupé Sebring 2-seater	2,250 0 0 2,500 0 0	3,188 12 6 3,542 15 10	Type 356 coupé Cabriolet Super coupé	1,380 0 0	1954 2 4
A.135 Princess	1,540 0 0	2,182 15 10 2,353 12 6	Fast Roadster	1,650 0 0	2,338 12 6	Super cabriolet Type 550 Spyder	1,500 0 0	1,956 2 6 1,956 2 6 2,216 2 6 3,847 7 6
Limousine Limousine, L.W.B Saloon, L.W.B	1,750 0 0	2,480 \$ 10 2,480 \$ 10	Austin-Healey 100 2-seater	750 0 0	1,063 12 6	RENAULT 750 fixed-head	422 10 0	599 13 4
BENTLEY			HILLMAN	1,125 0 0	Export only	Convertible	550 0 0 790 0 0	780 5 10 1,148 12 6
Chassis Sports saloon	3,100 0 0	3,216 19 2 4,392 15 10	Minx Special Estate Car	458 0 0 540 0 0	649 19 2 766 2 6	Z-litre Pregate	829 0 0	1,175 10 10
Radford Countryman Abbott saloon	3,880 0 0 4,260 0 0 4,280 0 0	5,497 IS IO 6,036 2 6 6,064 9 2	Minx de luxe Convertible	480 0 0	766 2 6 681 2 6 737 15 10	11-litre 21-litre Pathfinder	800 0 0 875 0 0	1,134 9 2
Park Ward D.H. coupé Hooper 4-door Freestone and Webb	4,280 0 0	6,064 9 2 6,298 4 2	Californian Husky	520 0 0 520 0 0 398 0 0	737 IS 10 564 IP 2	ROLLS-ROYCE Silver Wraith chassis	2,445 0 0	3,464 17 6
sports saloon	4,545 0 0	6,439 17 6 6,510 14 2	H.R.G.	895 0 0	1,269 0 10	Park Ward touring	4,695 0 0	6,652 7 6
James Young 4-door Continental: Park Ward saloon	4,595 0 0	6,510 14 2	HUMBER Hawk Mark VI	695 0 0	985 14 2	Park Ward limousine Mulliner limousine	4,845 0 0	6,864 17 6 6.935 14 2
Park Ward coupé Mulliner sports	4,680 0 0	6,517 15 10	Touring Limousine Super Snipe Mark IV	775 0 0 985 0 0	1,099 0 10	Hooper limousine Freestone and Webb	4,845 0 0	6.864 17 6
Saloon	4,890 0 0	6,928 12 6	Touring limousine	1,065 0 0	1,509 17 6	limousine	4,940 0 0	6,999 9 2
B.M.W. Type 501	1,400 0 0	1,984 9 2 2 976 2 6	Mark VII	1,140 0 0	1,616 2 6	Silver Dawn Park Ward coupé	3,250 0 0 4,430 0 0	4.605 5 10
Type 502 F.H. coupé	2,100 0 0	2,976 2 6 3,896 19 2	D.H. coupé	1,160 0 0	1,644 9 2	Radford Countryman	4,030 0 0	6,276 19 2 5,710 5 10
ISOO isabella	798 0 11	1,131 13 10	D-type 2-seater JENSEN	1,895 0 0	2,605 14 2	75	820 0 0	1,162 15 10 1,269 0 10 1,297 7 6
2400 sports saloon Saloon (Hansamatic)	1,287 16 9	1,825 11 3 1,956 4 10 1,997 7 2	Interceptor	1,700 0 0	2,409 0 2	SIMCA	915 0 0	
2400 Pullman Pullman (Hansamatic)	1,409 2 1	1,997 7 2 2,128 0 9	KAISER	1,203 0 0	2,250 0 0	Aronde	599 0 0	849 14 2
BRISTOL Type 403	2,100 0 0	2,976 2 6	Manhattan 4-door	=	2,460 0 0	S.M. roadster Hunter	510 0 0 687 10 0	723 12 6 975 1 8
Type 404 Type 405	2,100 0 0 2,350 0 0 2,250 0 0	3,330 5 10	Sports 2-seater	1,100 0 0	1,559 9 2	1200	630 0 0	893 12 6
Abbott D.H. coupé	2,250 0 0	3,186 12 6	Two-door	2,260 0 0	3,202 15 10	Station wagon	700 0 0	992 15 10
Century 4-door Super 4-door	=	=	D.H. coupé	2,400 0 0	3,401 2 6	Ten	339 0 0 409 0 0	481 7 6 580 10 10
CADILLAC			Sprite	760 0 0	1,077 15 10	Vanguard	460 0 0 555 0 0	625 15 10 787 7 6
Special 4-door			Appia	1,250 0 0	1,771 19 2	STUDEBAKER	633 0 0	097 17 6
Two-Ten 4-door	1,270 0 0	1,736 10 10	Aurelia Gran Turismo	2,020 0 0	2,862 15 10	Champion	1,209 0 0	1,810 7 2
CHRYSLER Windsor	2,021 0 0	2,868 19 6	LEA-FRANCIS	2,450 0 0		President		2,104 0 6
New Yorker	2,318 0 0	3,289 19 11	Estate car	1,130 0 0	1,601 19 2 1,601 19 2 1,956 2 6	Mark III	795 0 0 845 0 0	1,127 7 6
2 c.v Light 15	398 0 0 685 0 0	564 19 2 971 10 10	Eighteen 24-litre Sports LINCOLN	1,380 6 0	1,757 15 10	Alpine 2-seater (with overdrive)	855 0 0	1,212 7 6
Big 15	740 0 0 1,040 0 0	1,049 9 2	Capri Fordor MERCEDES-BENZ	2,375 0 0	3,479 0 0	SWALLOW DORETTI Mark I 2-sester	777 0 0	1,101 17 6
DAIMLER Conquest	1,066 0 0		180	1,195 0 0	1,694 0 10	TRIUMPH	625 0 0	986 10 10
Coupé	1,225 0 0	1.736 10 10	220a	1,498 0 0	12,123 \$ 10	TR2 Hard top	670 0 0	950 5 10
Hard top resister Century	1,235 0 0	1,672 IS IO 1,750 I4 2 1,661 9 2	3006 3005	2,329 0 0 3,902 0 0 3,100 0 0	3,300 10 10 5,528 19 2 4,392 15 10	VAUXHALL	776 0 0 495 0 0	702 7 6
3½-litre Regency Sportsman's saloon	1,640 0 0	1,661 9 2 2,324 9 2 2,650 5 10	MERCURY V8 Monterey Forder	3,100 0 0	2,605 14 5	Velox	535 0 0	759 0 10 844 0 10
4)-litre Regency Sportsman's saloon	1,960 0 0	2,777 IS 10 3,103 I2 6	M.G.	550 0 0	780 5 10	VOLKSWAGEN	595 0 0	Marin Control
Regina Hooper limousine	4,385 0 0	6,213 4 2	TF Midget 2-seater Hagnette	645 0 0	914 17 6	Saloon De Luxe	422 10 0 486 0 0	599 13 4 609 12 6
DELLOW Mark IIB Two-seater	448 0 0	635 15 10	Two-seater (TR2) Two-seater (Vanguard)	595 0 0 555 0 0	844 0 10 787 7 6	Custom	1,196 0 0	1 695 9 2
Mark IIC Mark V Lightweight	477 0 0	676 17 6	Four-sexter	580 0 0 610 0 0	822 IS 10 865 S 10	WOLSELEY	595 0 0	
2-seater	542 0 0	768 19 0	Coupé 2-seater Coupé, 4-seater	620 0 0	879 9 2	Four-Fortyfour Six-Ninety		1,063 12



The marshal at the end of the last test at Eastbourne initiates a flourishing bow to Mrs. J. Johns, who won the Eight Clubs' Rally outright. Her navigator was Mrs. J. Chesterton

by the side of a canal from different directions, and one row had to back, a procedure that involved getting stuck and unstuck repeatedly. Some teams failed to find the man in the houseboat who had a clue, and others failed to find the right lock where another clue waited. Of course, when one clue was missed it was not possible for navigators to give further directions, other than "I think it's that way for Eastbourne."

Gaps in the Ranks

From about 8 a.m. on the Saturday morning the cars trickled into the park at the Albion Hotel, Eastbourne. There were gaps in the ranks and one or two cars were showing damage. However, regardless of their condition, they were taken out again for the driving tests. These

Ladies Win at Eastbourne

DECISIVE VICTORY ON ROAD SECTION

AST. Friday night the Eight Clubs Association ran their third Eastbourne Rally, followed by driving tests to decide ties, on the Eastbourne sea front. Only one crew achieved bonus marks in the final count—Mrs. J. Johns and Mrs. J. Chesterton in a Ford Anglia.

and Mrs. J. Chesterton in a Ford Anglia.

There were 76 entries, which nonstarters and early retirements reduced to
64. From 7.30 p.m. onwards cars left the
starting points at Virginia Water, in
Surrey, and at Luton, in Bedfordshire,
and in no time at all crews realized that
they were in for a wet night. The organizers made it known before the start that
this year the road section of the event

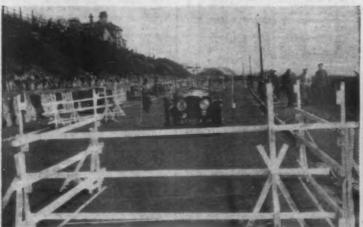
would be easier than on previous occasions, and that they expected to have a number of ties to be settled by the special tests. How quickly drivers and navigators were disillusioned!

Canal Capers

The three routes converged on a point near Oxford, and thereafter everyone started looking for an imaginary victim of "canal lockjaw." As one would presume, the route involved chasing up and down the sides of canals—all in the rain, all in the dark—picking up clues. At one stage two lines of cars arrived at the same point

were beautifully laid out on King Edward's Parade, and they included a straightforward acceleration and braking test, a garaging test, and pylon tests incorporating a reverse wiggle woggle. One felt sorry for the biggest vintage Bentleys—they could hardly be manœuvred into one or two of the garages, and their drivers had to work like men possessed to cope with the wiggle woggles.

One of the outstanding performers was an ageing Morris Eight that seemed ready to overturn on each swerve. C. Ellis, in a 4AB Singer, went astray on the reverse wiggle by taking up a bad position for reversing round the first pylon, and A. W. Bailey, in a Hillman Minx, bost many marks at the end of the acceleration test by not realizing that he had to brake as quickly as possible after crossing the finish





On the left is J.gH. T. Tatam's 4½-litre Bentley embarking on the garaging test at Eastbourne. These big cars were at a considerable disadvantage. Right: No. I arrives somewhat later than most cars for the start of the final test. It is the Austin Seven of B. Storch and C. P. Milligan which delighted spectators by running out of its vintage brakes at the end of the test

line. However, drivers had two attempts, and mistakes could be corrected.

A brisk wind kept most of the threaten-

ing rain away during the tests, but occasional showers gave some competitors a wet surface on which to work, though the wind soon dried it again. As Mrs. Johns prepared to put the Anglia through the tests it was discovered that almost certain the state of the state tainly she was the winner. For this reason she had no real need to tackle the tests but, in an attempt to reduce that "butterflies" feeling for future occasions,

she went ahead-creditably.

Bentleys were having a bad day. Major

MacLeod's 3-litre hit two pylons in the reverse wiggle, J. H. T. Tatam (who had earlier been delayed by a puncture and running out of fuel) spoilt his first attempt at the garaging test by knocking the back out of one of the bays with his 4\frac{1}{2}-litre. And Gordon Self in a 3-litre had to do some calm and collected backing.

Sedate, but . . .

At the other extreme, R. W. Tanner obviously enjoyed himself with his little Renault. The old Lagonda Rapier of J. C. Bugler went sedately but nevertheless well,

and E. S. Thomas did very creditably indeed in his old-type Ford Prefect.
R. B. Caws pressed J. S. Bell's Renault—which sounded almost like a Triumph TR2—very hard (subsequently proving to be third place winner in the event).
The rally turned out to be tougher than most people expected, but crews rose to the occasion, and the event was presented.

the occasion, and the event was pronounced a great success

PROVISIONAL RESULTS

Anglia (Mrs. J. Johns and): A Aston Martin DB2-4 5, Renault (R. B. Caws and J. 17R2 (V. Herbert and H. Whit phyr (E. J. Chandler and M. (Rž (A. Greig and T. Pigots)



Much envied Peter Hampton slides neatly to a halt astride line C in his 2.3-litre Monza Alfa Romeo

BOAT RACE DAY

Vintage Sports Car Club's Active, Though Wet, Weekend

ESPITE the arrival of such cars as the Austin-Healey, Triumph TR2, and so on, into the sporting scene, it is doubtful if they will ever provide their owners with so many hours of enjoyment, both on and off the road, as do the great sports cars of the 'twenties and early 'thirties. One has only to attend a Vintage Sports Car Club meeting to realize this; the moderns, with their undoubted abili-ties, stand forlornly while the professional nostalgists forgather round something much older. The liking for these cars does not appear overnight—nor is it often acquired. You have to enjoy fresh air, acquired. You have to enjoy fresh air, taken in large doses from a bucket seat that has long since lost its stuffing. You have to enjoy manipulating a clutch that takes up smartly and assuredly and precipitates you forward with a squeal. Or a noisy twin-o.h.c. engine that transmits to the other transmits and the state of the sta its power through straight-cut gears whose song, to the believer, is music. You either like them or you don't. If you do, nothing will shake your beliefs; no 100 m.p.h.-in-silence modern car will divert your fidelity; you will belong to the V.S.C.C. and attend its meetings.

Last weekend's

Last weckend's two-day Pomeroy Trophy meeting was this year's first. It began at Silverstone on Saturday at noon, in showers that settled down to an ex-

tremely wetting downpour. There was a steering test, taken as fast as possible round marker tubs, a braking test and standing and flying quarter miles—all taken against Finally there was an hour of high-speed lapping of the Club circuit,

which starts from the pits, takes in Copse, Maggotts and Becketts corners, then cuts across by a runway back to Woodcote and the pits.

Clutton's 1920 E-type 30-98 Vauxhall Clutton's 1920 E-type 30-98 Vauxhall was impressive in the steering test, the car rounding the markers, throttle consistently well open all the way, in a series of well-managed slides. Binns, too, (1927 O.M.) took the swerves without lifting his foot, though, with Dunlop Racing tyres on the rear wheels, the car slid very little. E. Sears' XK120 Jaguar, after an obviously over-enthusiastic approach, spun round at the first swerve. Hampton's round at the first swerve. Hampton's beautiful 2.3-litre Monza Alfa Romeo was fastest in 25.8s, singing through the corners without a roll and scarcely a slide.

Off The Line

The braking test provided any amount of amusement—largely through failure by drivers to realize which was the stopastride line. Jeddere-Fisher (30-98 Vauxhall) approached very fast, left the brak ing too late and crossed the line with all four wheels locked and his mouth opening wider and wider in horror. With wheels still locked he put the car into reverse, stopped, stalled the engine, leaped out to restart on the handle—found it in reverse, and so on. His time was not one of the best. L. Pomeroy, in his very fast Ford Zephyr, crossed the astride line with foot hard down in second gear before deciding to stop. He, too, approached it in reverse, as did many others. Woollard's 1927 2as did many others. Woollard's 1927 2-litre Lagonda crossed the line, spun round and approached the line forwards from the wrong direction



McDanald's very fast 41-litre Bentley succumbs to the weather and competes with hood up

BOAT RACE DAY







Vintage extremes: Clutton's E-type 30-98 Vauxhall and Mrs. Jeddere-Fisher's Lancia Theta on Silverstone's watery wastes

The standing quarter mile produced some interesting comparisons:—

1951 2.5-litre Alfa Romeo (C. W. P. 18.03
1927-50 4½-litre Bentley (G. G. McDonald)... 18.57
1954 1.991 c.c. Triumph TR2 (R. Benstead-Smith)... 19.46
1953 5.442 cc. Jaguar XK120 (E. Sears)... 19.53
1932 2.5-litre Alfa Romeo (J. M. Crowther) 19.59
1952 2.50 c.c. Aston Martin DB2 (D. L. Sidney)... 19.76

The hour of high-speed lapping was held in a heavy shower, and scantily mudguarded cars were lost in a haze of spray. Heal's twin-o.h.c. 3-litre Sunbeam burst a rear tyre after only 13 minutes and lolloped into the pits. Jeddere-Fisher's Vauxhall lapped close astern of Vaughan's 1926 Delage; the wake of the latter hit the Vauxhall's radiator like a wave breaking over a promenade. As someone said, if

they'd wanted to, Oxford and Cambridge could have held their contest at Silverstone, too. After half an hour Sears' Jaguar went straight on at Woodcote and finished up, badly bent, in a very wet ditch; the driver suffered no more than a cut chin. Vaughan's Delage was called into the pits to re-secure a trailing brake rod and Denne's 1913 3-litre Sunbeam, after lapping with great reliability and dignity for the best part of the hour, made a brief pit stop.

Second Spasm

That was the end of Saturday's motoring. Cars went variously to Buckingham, Brackley or Towcester for the night before setting out from Brackley at 9.30 a.m. on a 60-mile regularity test. This included a stop-and-restart on a steep, metalled hill; cars were timed from the fall of a flag until they crossed the finish line. Hampon's Alfa Romeo—spotless, despite Saturday's weather—secored highest in this test,

followed by Bowler's 1929 4½-litre Bentley and Crowther's 1932 2.3-litre Alfa Romeo. The route led through some beautiful Oxfordshire by-roads along which the procession wound its majestic, though wet, way. An easy starting test, too, was included, before the finish at Brackley. In this, the open cars (or those whose owners were hardy enough to use them in the open state) scored—drivers had to dismount before the test. Denne's old Sunbeam started at once, on the handle.

At the finish at Brackley, a check was made of each car's fuel consumption throughout the event—the figure being taken into account in calculating the results.

RESULTS

Best perfermance: Triumph TR2 1,991 (R. Benstead-Smith), Best Vintage car: 1927 O.M. 1,991 (P. J. E. Binns), Best nor-vintage: Triumph TR2 1,991 (D. R. Good), Best Edwardian: 1913 Sunbeam 3,000 (D. Denne),

First-elass awards: 1932 Alfa Romeo 2,336 (J. M. Crowther); 1927-30 Bentley 4,576 (G. G. McDonald. Second-elass awards: 1931 Alfa Romeo 2,336 (C. W. P. Hampton); 1930 Bentley 4,398 (A. B. Whitelegge).

BRITISH EMPIRE TROPHY

Tophy race, the seventeenth of the series, will be held at Oulton Park, in Cheshire. As in pre-war years, and for the first time since the war, the race has been granted international status. A first-class entry has been received—in fact, more than double the acceptable number of entries had been received by the closing date. Apart from most of the best-known sports car exponents in this country, Jacques Peron, from France, will drive a 1½-litre Osca, as will Ian Burgess. Wolfgang Seidel, perhaps Germany's most successful amateur racing driver, will drive a 1½-litre Porsche Spyder, previtously raced by Herrmann; a second 1½-litre Porsche will be driven by Kurt Ahrens, and these two should make an interesting match for the Lotus team cars driven by Colin Chapman and Peter Gammon, as well as the privately entered cars of Naylor, Nurse, Nixon and Coombs. Among the makes represented are Maserati, Lister, Connaught, Austin-Healey, Jaguar, Ferrari, Frazer Nash and H.W.M.

The entry will be divided into the following classes: A, up to 1,500 c.c.; B, between 1,500 and 2,700 c.c., and C, over 2,700 c.c. The race will be run on the 2.76-mile circuit in three heats, each of 16 laps (44.17 miles) and a final of 25 laps (69.03 miles). The handicap in the final will be as follows: Class A, 2 credit laps minus 1m 10s; Class B, 1 credit lap minus 1m 10s; Class B, 1 credit lap minus 1m 10s; Class C, scratch.

Speciator information: Admission to course 6s, children under 10 years at age free; transfer to paddock 10s. Car parking: Inside course 10s, outside course fis.

B.S.C. Broadcasts on Light Programme: 1.30 to 1.45 p.m.: 2.55 to 2.50 p.m.; 4.45 to 5 p.m.: 5.15 to 5.30 p.m.

Meat 1 (starts 1 p.m.)

Gennaught 1,454: K. McAlpine. L. Leston.

Gennaught 1,454: K. McAlpine. L. Leston.

Gennaught 2,454: L. M. Blakeley.

1,166: E. Brandon. Leseuspf. McLery.

1,166: E. Brandon. Leseuspf. McLery.

J. B. Naylor, A. J. Nurse. 1,454: J. Coombe.

Lotus-Turner 1,491: C. Nixon. Persche 1,498: K.

Ahrens, W. Seldel. Gass 1,347: L. Burgess. 1,462: J.

J. Peron. Revis 1,463: R. Bickmell or J. Habin.

Reserves: Cooper-M.G. 1.467 (P. Jackson), Killeen 1,467 (E. J. Newton).

Neat 2 Alfa Remes 1.975; N. H. Mann. Acton Martin



1.493; R. Parnell, Austin-Healey 2.669; R. Plockhart, L. Macklin, Ceoper-Bristal 1.471; A. P. O. Royers, A. Crock, J. H. Walton, M. J. C. Keen, Frazer Hash 1.971; C. A. S. Brooks, C. Keen, Frazer Hash 1.971; C. A. S. Brooks, C. Murray, Lister-Bristel 1.571; J. G. Sears or W. B. Black, A. Moore, W. A. Scott-Brown, Lotus-Bristel 1.271; P. Scott-Russell, M. Anthony, Massrati 1.988; C. Davis.

Reserves: Frazer Nash 1,971 (M. Tew), Austin-Healey 2,660 (D. S. Shale).

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MOTOR SPIRIT



HIS is always an interesting time of year, when one hears of cars chang-ing hands, famous names signing up different teams, or acquiring new cars. One has to remember that names one associated with a particular make last season have now taken on new associations. Among those whose plans are known is Ken Wharton, who has bought a DB3S Aston Martin which is down for to-morrow's Empire Trophy meeting at Oulton Park. Driving as an independent, he will be running in the principal British, Italian and Portuguese sports car races. Since his first race at Donington 20 years ago his list of successes has been formidable; the combination should be an interesting one. The ex-Peter Whitehead Cooper-Jaguar, which had a very successeason last year, has been acquired by

Cyril Wick.

Having led the Mercedes team at Le Mans in 1952 in his 4½-litre Talbot right up to the twenty-third hour, Pierre Levegh has now signed up with Mercedes—on the principle that if you cannot break a racket, join it. He will drive one of the 300 SLR cars at Le Mans this care. It is one of the pleasurily sporting year. It is one of the pleasantly sporting aspects of the game that Neubauer should pay this tribute to his team's greatest

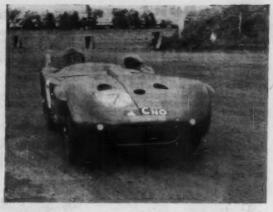
The Le Mans cars will be driven by Fangio and Moss, Kling and Herrmann and Levegh and Fitch.

THE controversy whether to run the German Grand Prix on the Avus track at Berlin or on the winding Nurburgring circuit has now been decided; it burgring circuit has now been decided; it will be the Ring. Ferrari and Maserati are believed to have played a part in bringing about this decision. Both firms were strongly in favour of the road circuit for the obvious reason that the Avus track would have demanded special cars with streamlined bodies—cars of a type that would probably have been useless for any other event throughout the season. Mercedes, on the other hand, lets it be known that they would be prepared to enter cars whichever circuit was used.

enter cars whichever circuit was used.

After the Automobilklub von Deutschland had made its decision, Dr. Fritz
Koenecke of the Daimler-Benz company
suggested a Grand Prix of Berlin, at Avus,
for which he promised to enter a team of 300 SLR cars

WELL, that's got the Sebring muddle sorted out. It is unfortunate that there should have been any discord in what was, in most other respects, a resounding success—and an event for which a future is assured. In the words of a competitor, "All these contradictions clearly point out the absurdity of so-called 'amateur' sports car racing in the U.S.A." The officials cannot be blamed for trying to eat their cake and have it. On the one hand, factory-sponsored cars with paid drivers are encouraged; on the The other Lister-Bristol which per-formed so well at Snetterton—J. Sears at the wheel of his all-enclosed car during the sports car race



other, the S.C.C.A. is conciliated by the fact that the American drivers and crowds of volunteer officials receive no payment. In an event of this size (and duration) scoring and timekeeping should be paid jobs carried out by trained and experijobs carried out by trained and experienced staffs, not by enthusiastic people who donate their time in the cause of "non-professionalism." In spite of these annoyances, however, Sebring was undoubtedly a great event and a highly successful one, with all the ingredients of European road races.

THAT active body, the Sports Car Club of America, which plays such a large part in promoting and fostering interest sports cars and sports car racing in the U.S.A., recently held its eleventh annual general meeting. Charles Moran, Jr., and George Huntoon were re-elected president and vice-president respectively for another year, and Edmund P. Lunken was likewise confirmed in his receiving as according confirmed in his position as secretary. The composition of the two main committees (the contest board and the activi-ties committee) was settled for 1955, with Paul Ceresole and James Kimberly as the respective chairmen

PUBLIC interest in veteran cars really is becoming tremendous; it serves as a slight reward to their owners for the hours of toil they expend on the cars. The V.C.C. Silver Jubilee Rally, to be held on July 6-10 in co-sponsorship with the Regent Oil company, will give old car lovers an opportunity to see not only veterance owned in this country but also veterans owned in this country but also representatives from ten nations

On July 6 the cars will set forth from five starting points (London, Cambridge, York, Chester and Bristol) on the first, 145-mile leg of the rally; this section finishes at Stratford-on-Avon. The second part is from Stratford-on-Avon to Cheltenham and 'on to Longbridge. Part 3 is at the Longbridge works of the Austin company, where driving tests will be held. Part 4 concludes the rally with a concours d'élégance at Leamington Spa. Competitors from the following clubs have entered: the Antique Automobile and the Horseless Carriage clubs of America, Les Teuf-Teuf (charming onomatopoism) from France, Royal Motor-Union from Belgium, Regionale Automobilesport Club of Holland, Densk Veteranbil Klub, Denmark, Norsk On July 6 the cars will set forth from

Veteranvognklubb, Norway, Bilhistoriska Klubben, Sweden, Allegmeiner, Schnauferl-club, Germany, Ustradni Automotoklub CSR, Czechoslovakia and the Leinster Motor Club, Ltd., Eire.

Cars will be divided into four classes: Those manufactured before 1901; between 1901 and 1904; 1905 to 1910 and 1911 to 1916.

1911 to 1916.

A CLUB has recently been formed for owners of Auburn, Cord and Duesenberg cars. Though the number of these cars remaining in this country is not large, there are many still running in America, where an A.C.D. club is a thriving concern. The American club has promised to give every support to the British group. It is intended to help British group. It is intended to a organize club events.

Those interested in joining the club should write to G. S. Davey, Maple Rise, Oakhanger Bordon, Hampshire, for particulars of membership.

A NEW circuit will probably be used for the Irish M.R.C. international Wakefield Trophy race on September 10, in place of the familiar Curragh circuit. At its meeting recently the Meath county council agreed, subject to the club's complying with certain requirements about indemnity, to approve the application for closing the roads for the purpose of holdclosing the roads for the purpose of holding the race (other county councils please note). The new circuit is nearly 20 miles north of Dublin on the main road to Slane, and runs from Balrath cross-roads to Kentstown and Daltonstown cross-roads. It is basically triangular in shape and five miles long; lap speeds of around 90 m.p.h. are expected.

IN a speech at the Bugatti Owners' Club Opening Rally on March 6, Roy Taylor, chairman of the club, exhorted those members who are "great names" in the public eye to enter for the International Meeting at Prescott on September 11. He said that Prescott costs a lot to run and maintain—far more than the income obtained from members' subscriptions-and that it is this meeting in particular that attracts the spectators.

THE SPORT

is therefore of utmost importance that the entry shall entice the sporting minded along to Prescott. That is not to say that the club is short of funds—far from it—but it is necessary that any club shall look to the financial side in order to pro-vide and run successfully a full calendar for its members. He explained that the lesser-known drivers should not be dis-appointed if their entries were turned wn for this meeting, bearing in mind the foregoing.

The Bugatti club is one of the few that

have embarked on the major step of purchasing their own private course and one naturally hopes that this step should have

A NOTHER item of news from the Ecurie Ecosse; David Murray tells me that the new D-type Jaguars which his stable will race this year will not be delivered until just after the date of the Empire Trophy race at Oulton Park on April 2. However, the team still has one of the C-type cars, and it will run in that race with Ninian Sanderson at the wheel.

Drivers of the team cars will be Jimmy Stewart, Desmond Titterington and Ninian Sanderson. It is hoped that, when they are not required by the works team, some of the other Jaguar drivers may be invited by—or seconded to (depending on which way you look at it!)

the Ecurie Ecosse team

REGULATIONS are now available for the West Hants and Dorset C.C. national race meeting at Ibsley, near Ringwood, in Hampshire, which is scheduled for April 30. The circuit will be as last year—1.99 miles to the lap. There will be events for saloon cars, warmen drivers aports cars in various women drivers, sports cars in various categories, 750 and 1,172 formula cars, vintage sports cars, formula 3 cars and formule libre racing cars; a full programme of comparatively short races, the

continued

longest being over 15 laps, or just under 30 miles. Enquiries should be sent to R. R. Mountford, 60b, West Cliff Road, Bournemouth, Hampshire; entries close on April 9.

Spectators at Ibsley have a good choice of vantage points and an excellent view of the racing. Admission to the public enclosures costs 2s 6d; car park 5s.

THOUGH we of The Autocar had some idea of the many friends possessed by John Cooper, the ex-tent to which he was liked was, perhaps, underestimated. It was not until his death when the many letters of tribute were re-ceived that the great and wide extent of his popularity became clear. In thanking all those who wrote or telephoned their sympathy, we publish extracts from a few of the letters.

"On the several occasions I had the pleasure of meeting John I was always impressed by his charm of manner and enthusiasm. . ." H. Wilson Rogers.

"His kindly manner and co-operative nature was something which you will have great difficulty in replacing. . ." H. E. G. Harvey.

"Whilst I confess I have not been able to claim him as a personal friend of mine I have heard a good deal of him from my staff, and always has John been regarded not only as an extremely capable man but also as a true gentleman." R. E. Smith.

"... many people, like myself, who w feel they have lost a good companion M. Couper.

"Both motoring and publishing world have lost a great figure." S. J. N. Wright.

a. . I know from his reputation how much he will be missed both personally and for his work, of which I have read a great deal with much enjoyment." M. Collier.

"Although I had personally never met Mr. Cooper, I always felt I knew him quite well." L. N. Stagg.

"I find it impossible to express my sorrow at the terrible news. . . " J. L. Wver.



Earl Howe presents the Ferodo Trophy (awarded annually for the year's most outstanding contribution to the sport of motor racing) to G. A. Vandervell, at the Dorchester Hotel last Thursday week



At the R.A.C. at Pall Mall, London, a week ago last Thursday, Stirling Moss was bresented with the first Motor Sport membership badge by Wilfrid Andrews, chairman of the Club. Moss replied that he was accepting the badge on behalf of all the present generation of motor racing enthusiasts. He said that the "get you home" service from European circuits (in the event of a breakdown)— included in the membership—would have been invaluable to him last season !

IT has been announced by the Competitions Department of the R.A.C. that the committee have decided that formula 3 log books will no longer be required, having served the purpose for which they

were originally intended.

PRIEF news of the Valentino Grand Prix (March 27), available at the time of going to press, is as follows: Winner was Ascari (Lancia), who covered the 90 laps (235 miles) in 2h 40m 21.2s at an average speed of 88 m.p.h. seems to have won without any difficulty. Second was Mieres (Maserati) in 2h 40m 48.6s; Villoresi (Lancia) was third and Castellotti (Lancia), fourth. There were 15 starters and fastest lap was by Behra (Maserati) in 1m 44.2s, a

was by Behra (Mascratt)
speed of 90.1 m.p.h.
Mantovani, whose Mascrati left the circuit during practice, suffered injuries which have resulted in the amputation of lie left leg.

Peter Garnier.

COMING SHORTLY

APRIL 2.—B.R.D.C. Britich Empire
Trophy Race, Oulion Park, near Tarportey, Cheshire, 1 p.m.
2-3.—Rhyl and District M.C. Rali Gogledd
Cywru, starting from Queensferry and
Rhyl, 7 p.m.
2-3.—Maidstone and Mid-Kent M.C.
Hoyper night navigation rally, Tudor
House, Bearsted, Kent, 9.30 p.m.
2-3.—Vintage S.C.C. Buxton road rally and
weekend.
2-3.—Fiscon M.C. Night navigation rally,
2-3.—King's College M.C. Allendale Rally,
3.—Teur et Siedly,
3.—West Essex C.C. Speed trial, Wormingford Airfield, Essex, 11.30 a.m.
3.—B.A.R.C. (S.W. Centre), Hill climb,
Brunton, near Ludgershall, Wilbshire, 2
p.m.

p.m. Blackburn Welfare M.C. Race meeting, Brough Aerodrome, Yorkshire, I p.m. Darlington and District M.C. Roderick Gray sporting trial, Gandale Camp, near Catterick, Yorkshire, I.30 p.m. Westmorfand M.C. Spring Regularity Trial, Rugby ground, Kendal, Westmorfand, I.30 p.m. Comwall Viotage C.C. Navigation raily, Victoria filling station, Roche, Cornwall, II a.m.

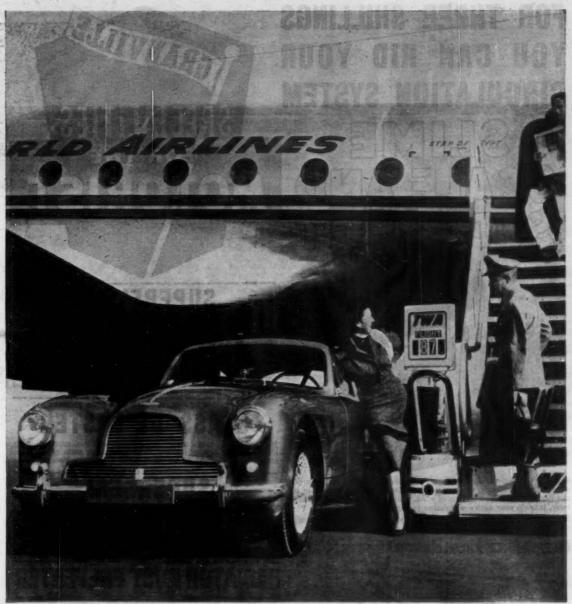
3.—B.A.R.C. (Yorkshire Centre). "Sleuth's Mug." Lakeside Café, Roundhay Park, Leeds, 2.15 p.m.
3.—Alvis O.C. Annual general meeting, Old Malt Shovel, Stonebridge, Warwickshire, 2 p.m.
48.—Soiell-Canaes rally, France.
6.—North London M.C. Film show, White Lion Hotel, High Street, Edgware, Middlesets, 8 p.m.
6.9.—M.C.C. Land's End Trial, starting from Lunceston, Viginia Water and Kenilworth, 7 p.m.
6.12.—Ulster A.C. Circuit of Ireland Trial, starting from Belfast and Dublin.
9.—Bristol M.C. and L.C.C. Race meeting, Castle Combe, near Chippenham, Wiltshire, 1.30 p.m.
9.—Pembrokeshire M.C. Hill climb, Lydstep, Pembrokeshire, 1 p.m.
9.—Bugatti O.C. Members' testing day, Prescott, near Cheltenham, Gloucestershire shire.

Prescott, bear Contenting, Goodwood, new Chichester, Susses, 1.30 p.m.

11.—Ba. R.R.C. Race meeting, Goodwood, new Chichester, Susses, 1.30 p.m.

11.—Ba. G.P., France.
11.—Ba. S.C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 2 p.m.
11.—West Cornwall M.C. Hill climb, Trengwainton, near Penzance, Cornwall, 2

p.m. South Wales A.C. Hill climb, Castel Farm Hill, near Bridgend, Glamorgan-shire, 2 p.m.



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NEWS

G. Connelly is caught red handed by the camera in the Eight Clubs' Eastbourne Rally. He should be keeping his front wheels astride the white line, but at this moment all four wheels of his Riley were on one side of it



Mid-Cheshire M.C.—The results of the Spring Rally held on March 12-13 are as

tollows:

Tysphy (best performance): Triumph TR2
(H. C. Rogors). Paggy Marsh Trophy (ladies'
sward): Toof Prefect (Miss. L. B. Blumsum). Eds
M.C.M.C. moember: Austin (A. Moores). Class
M.C.M.C. moember: Austin (A. Moores). Class
minners: Cleosed cars up to 1,188 e.a.; Standard
Ten (J. R. Laird): 1,181 to 1,889; Volkawagen
Ten (J. R. Laird): 7,181 to 1,889; Volkawagen
(A. H. Shinn). Open cars up to 1,898 e.s.; Hard
(C. C. L. Kinna): Over 1,898; Triumph TR2 (J. W.
Waddington).

Renault O.C.—The Cotswold night naviga-tion trial on March 19-20 was won by D. M. Pink driving a Renault 750 against an opposi-tion of 40 cars—a record entry for the club. The next meeting will be a cockail party on April 3 at the Denmark Hotel, Old Bromp-ton Road, London, S.W.7, and the Spring Rally will be held in the Surrey and Sussex area on May 21.

area on May 21.

M.G. Car Club.—The navigational rally held by the south west centre on March 20 attracted an entry of 21 cars. Competitors were given a list of map references leading them to points where details, such as mileages on sign posts and times of collections from post-boxes, had to be noted; in addition five time controls had to be visited.

RESULTS
Sanctusery Transph Tay 10 performances: Austin A30 (D. Hall). Seet appen ser: Triumph Tay (J. H. King). First-class awards: M.O. Magnette (C. J. Toomer): Ford Anglia (G. W. Best); M.O. Asgnette (E. P. Ecroyd).

Scottish M.R.C.—The first meeting of the

(C. J. Toomer): Ford Anglia (G. W. Best): M.C.
Magnette (E. P. Ecroyd).

Scottish M.R.C.—The first meeting of the
Scottish motor racing season will be at
Beveridge Park, Kirkcaldy, on Saturday,
April 30. There will be formula 3 races,
and a race for motor cycle teams is being
included. Invited cluba are B.A.R.C.,
B.R.D.C., B.R.S.C.C., Lothian C.C., Scarborough and D.M.C., Scottish S.C.C. and
Yorkshire S.C.C. Details of the meeting can
be obtained from the secretary of the
S.M.R.C., G. Johnstone, 27, Stirling Road,
Edinburgh, 5.

Moczas Fenn, Even.

Edinburgh, 5.

Morgan Four-Four Club.—The following clubs have been invited to compete in the Spring Rally to be held on May 1: Evesham A.C., Herefordshire M.C., London M.C., Herefordshire M.C., London M.C., singer O.C. and Worcestershire M.C. The rally, which is of a navigational nature, will be over 170 miles, starting and finishing at Moreton—in—Marsh Gloucestershire. Regulations are available from Miss A. Palfrey, Top o' th' Hill, Wyre Piddle, Pershore, Worcestershire.

Piddle, Pershore, Worcestershire.

Old Merchant Taylers' M.C.—On April 17
a driving test meeting will be held at the
Slough Trading Estate, Buckinghamshire, in
conjunction with the Harrow and Windsor
Car Clubs. There are classes for both open
and closed cars, and the meeting will include
an inter-club relay race. Entries from members of the three promoting clubs should be
sent, together with an entry fee of 7s 6d,
to G. Connelly, 98, St. Martin's Lane,
London, W.C.2.
South of Entland C.C.

South of Scotland C.C.—The route used for the night navigation rally on March 19-20 traversed 210 miles in the Border counties. The roads were free of snow and ice, and competitors found conditions comparatively easy. The event was won by F. D. Dundas,

driving a Morgan, runners-up being M. Smellie in a Ford Anglia and F. D. D. Bogie in a Jowett Javelin.

Smellie in a Ford Anglia and F. D. D. Bogie in a Jowet Javelin.

Brighton and Hove M.C.—The Spring Cup Rally was held over a 600-mile course, starting from the club headquarters in Brighton at 2 p.m. on March 19 and finishing at the same point the following afternoon. The event was mainly navigational but included regularity sections and special test. The section through narrow Devon lanes proved to be the most difficult, and part of the rally was over the pre-war Brighton to Beer Trial route with such hills as Windout, Simms and Fingle. A special test held in darkness at the Castle Combe circuit found some competitors misjudging distances, but a very good time of 32.4 seconds was put up by J. W. Brain of the London M.C. D. Keen did well to win his class—a Jowett Javelin driven by W. T. Robins broke its crankshaft in Devon and Keen in his TR2 towed it back to within 30 miles of Brighton and still managed to finish only six minutes late at the final control.

RESULTS

Spring Cup (best performance): Triumph TB2 (J. W. Brain), 74 marks lost. Miggley Treefry

Spring Cup (bast performance): Triumph TB2 (J. W. Brain), 74 mariza lost. Middley Treavity (J. W. Brain), 74 mariza lost. Middley Treavity (J. W. Brain), 74 mariza lost. Middley Treavity (J. W. Brain), 74 mariza lost. Sunbelantille. Ghandler Treavity (J. Ghandler Treavity (J. Ghandler Treavity (J. Ghandler Treavity), 102. Glass A. M. G. M. Wall), 125. Glass B: Triumph TR2 (D. Keen). 121. Glass E: Ford (M. Light), 105. Glass D. G. M. Light), 105. Glass B: Triumph TR2 (D. Keen). 121. Glass E: Ford (M. Light), 105. Glass D. G. M. Light), 105. Glass C. Wall), 125. Glass B: Triumph TR2 (D. Keen). 126. Glass B: Triumph TR2 (D. Keen). 127. Glass B: Triumph TR2 (D. Keen). 127. Glass B: Triumph TR2 (D. Keen). 128. Glass B: Triumph TR2 (D. Keen). 128.

Fiat Register.—A social meeting and tea will take place tomorrow (April 2) at the Sugar Bowl Country Club, Burgh Heath, Surrey, starting at 3.30 p.m. Members of the Fiat 500 Club are invited to attend.

the Fiat 500 Club are invited to attend.

Torbay M.C.—The Torbay Rally on April 30 is a qualifying event for the B.T.D.A. Silver Star competition. The whole event will take place in daylight, starting from Plymouth, Ilfracombe, Taunton and Torquay at 8.30 a.m., and finishing in the Torbay area after a route of 180 miles. Invited clubs are Burnham-on-Sea M.C., London M.C., MG.C.C., North Cornwall M.C., North Devon M.C., Plymouth M.C. and Taunton M.C. Secretary of the rally is F. H. Gibbons, Castle Dyke, Newton Abbot, Devon; entries close April 9.

Seven-fifty M.C.—A tie for first place in

Seven-fifty M.C.—A tie for first place in the All-Comers' Trial on Sunday, March 20, was decided on the basis of highest-up one of the sections; D. H. Small climbed the hill clean whereas A. Oliver managed only 132 feet

Glass 1: 1, D.H.S. (D. H. Smail), 65.5 marks sined; 2 Cannon Spi (A. Oliver), 55. Class 2: Austin-Ford (T. Tokey), 57; 2 Ford Eight (D. Forris), 54. Class 3: 1, Ford Popular (H. O. Cendrick), 53; 2 Austin Chummy (D. K. Rogeron), 32. Class 4: 1, Austin Seven (R. G. Warne) 2: 2 Austin Seven (R. D. Stanfon), 11.



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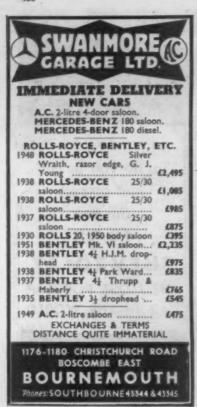
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A view of the second International Motor Show in Toronto, Canada, which attracted more than a quarter of a million visitors during the eight days that it was open

A Rover service week will be held commencing April 16 by A. S. Tilley (Garage), Ltd., 69, Centurion Road, Brighton, Sussex

Graham Cunningham, chairman and managing director of the Triplex Safety Glass Co., Ltd., recently gave a lecture on glass to the inmates of Wormwood Scrubs prison.

Ford service weeks will be held comrend service weeks will be heat com-mencing on the following dates: April 2, Invicta Motor Engineering Works, Ltd., Canterbury, Kent; April 18, R. H. Patter-son and Co., Ltd., Newcastle-upon-Tyne; and H. E. Nunn and Co., Ltd., Man-

The Type D Jaguar owned by Mr. Briggs Cunningham and driven to victory in the 12-hour race at Sebring by M. Hawthorn and P. Walters, was equipped with Firestone tyres, Mintex brake linings, and Champion sparking plugs.

Easco Electrical (Holdings), Ltd., Brighton Terrace, London, S.W.9, have reduced the prices of two of their battery chargers. The type D.27 1 amp charger is reduced from £3 15s to £3 5s, and the type D.20A 21 amp charger from £5 15s to £5 10s.

A new product called MobilMix T.T. has been introduced by the Vacuum Oil Co., Ltd. It is a self mixing oil prepared especially for two-stroke engines. It is available at garages either from bulk sup plies or in sealed quart tins (3s 6d) and pint tins (2s).

Specially intended for motor industry and car distributor readers outside Britain is Automotive Press Digest, which is of value in bringing specific news items from the British Press by air to its readers with the least possible delay. It takes the form of a double-sided newsheet and the torm of a gounte-sided newsneer and the subscription rate in two guineas per annum, plus second-class airmail rates. These result in a total subscription for South Africa of £3 is 6d and for Australia and New Zealand £3 5s 10d. The publishers are Automotive Press Bureau, Ltd., J. Lewick, Street, London, S.W. 1. 2. Lowndes Street, London, S.W.1.

A contract has been obtained by the Standard Motor Co., Ltd. to supply 931 vehicles to the United States Air Force. Vanguard estate cars will be included in the order, and the vehicles will be used by U.S.A.F. bases in Great Britain.

The same company (Standard) have cancelled service weeks which were to be held at Duff's Garage, Ltd., Duke's Road, Burnside, Rutherglen, and Dacid Jardine, Cross Garage, Motherwell, beginning on July 25.

C. C. Wakefield and Co., Ltd., have produced, under the fitle 1954 Achievements, a well-illustrated review of successes, on four, three or two wheels, achieved with the use of Castrol lubri-

Mr. G. Stedman has been appointed costs and operations manager of the London division of the Esso Petroleum Co., Ltd. He is succeeded in the post of district manager by Mr. T. E. R. Bray. Mr. F. W. Ellis has been appointed district manager at Nottingham.

Information Sought

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following handreaders books and information:

No. 17074. Back Number Required. "D.H."-The Autocar for October 17, 1952.

No. 17075. 1924 15.9 h.p. Humber "H.K."—All possible information, hints aintenance and running; also a handbook.

No. 17076. 1933-34 D8-100S or SS Delage.

"J.A.H."—Performance details, experiences at the reliability, and best fuel consumption possible with modern carburettor(s).

No. 17077. 1934 Lagonda Rapier. "K.S."—Timing data, and any other useful

No. 17078. 1949 21-litre Riley. "R.A.M."—General information and exper-

No. 17079. 1950 21-litre Riley 2-3-seater "J.L.A.R."—Details of luggage carrying capacity, road performance, fuel consumption, and any other useful information.

No. 17080. 1938 Riley Big Four Adelphi
"E.S.C."—Maintenance hints and a handbooi
No. 17081. 1935-36 Morris Ten
"A.B."—All possible information and a hand

No. 17082. Handbooks Required
"W.L.H."—Series II Morris Ten.
"C.J.K."—Pitman Book of the Roser.
"B.H."—1935 Daimler Fifteen.
"R.O."—1938 Rover Sixteen.
"F.M.E."—1938 Rover Twelve; also a workshop

anual.

"M.G."—1923 11.9 h.p. Morris Cowley.

"F.M.C."—1936 10.8 h.p. Triumph Gloria.

"A.H."—1939 Sunbeam-Talbot Ten.

"1.C."—1938 Wolseley Twelve.



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haul, speedo 30,000, tyres and coach
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THOMSON & TAYLOR (BROOKLANDS), Ltd., sparee
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Rd.. Cotham 2846-9 ALLARD

1949 Allard sports saloon, fast and attractive car DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6898-9. (C1072 at Browns, March 1968)

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1951 Allard P1 saloon, innumerable extras, 1952 modifications, believed smartest example

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1948 various extras, good example; 2245.
1949 (December) Kl 2-seater, high axis ratio, h.c. heads; £285, no. 1949 (December) Kl 2-seater, high axis ratio, h.c. heads; £285, no. 1940 (Robis) 1951 Allard saloon, 28,000 miles, black, red lessent radio, haster, washers, twin spots, excellent condition; £495.—Witty, Wordsworth 1866.
1948 (Oursome drophead, resprayed, new hood, foursome drophead, resprayed, new hood, seale.—Johnson, 11, Grovelands Rd, Purley, Tel. Up-1946, 1969.

495 sns.—Allard, 1952 model, P.1 saloon, leather, heater, screen washers, a

very carefully used; terms, exchanges.—Rowland Smith, 295 cus.—Aliard, 1948 drop head coupe, tory green glasther, good condition; terms, exchanges; list; no seem of the seem

IMPORTANT NOTICE

EASTER PRESS ARRANGEMENTS for

CLASSIFIED ADVERTISEMENTS

The issue dated APRIL 8th will close for press 9 a.m. MONDAY, APRIL 4th for "Used Cars for Sale and Wanted"

> Other classifications first post THURSDAY, MARCH 31st

> > The issue dated APRIL 15th will close for press

9 a.m. TUESDAY, APRIL 12th for "Used Cars for Sale and Wanted"

> Other classifications first post WEDNESDAY, APRIL 6th

> > Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham 6041.

RICHARDS & CARR, Ltd., the best Allard W40618-3.

Excellent cash prices paid for good Allard CARS.—H. Edwards, 22-80, Upper High St., Espsom. Surrey. Tel. Epsom 9400.

GOOD Allard required immediately.—G. Edwards, Lamenbury Lane, Harpenden, Herts. Harpenden 118.

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1955 models available, demonstration.

1954 Alvis 21/100 drop head coupe, 4,000 miles

1953 Alvis 5-litre standard coupe, radio,
1953 Alvis 3-litre saloon, high com. head.
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BUY or sell with confidence, guarantee.

103, New Bond St. London, W.1. Mayfair 8551. (C1029 H. A. SAUNDERS, Lid., Golders Green, offer:—

1936 salono Livis 6-cylinder 36-livis sports of the sport of the sports of the sports

1955 exceptionally like tollaring the second of the second

SALES & WANTS

Turn to page 139 for **Advertisement Form**

ALVIS

1951 red upholstery, fitted heater, mileage 20,20 immaculate condition; price 2850; Alvia distributors.

CENTRAL MOTORS (SHEFFIELD), Ltd., West St., Shemidel, 1. Tel. Shemidel 2898 and 28255. 1938.

A condition, completely rebuilt all hills 2175. Tel. New Milton 2016. Hans.

A LVIS Speed 25 1937, exceptional condition throughout; 2250.—Milne's Garage, High St., Colliers
Wood, S.W.19, Liberty 1215.

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Beardmore, 26, Gueensway. W.2. Basswater 0135.

1950 Alvis 3:-litre asloon, finished in grey marons with red upholstery, fitted radio, heater and carrow with red upholstery, fitted radio, heater a

1950 Avis 3-litre also. Instantier 01301950 Avis distribuors of excellent condition; price
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A conchibit der in 1952 ivilis for 2160 on ensite. Transmission, rewiring, etc., good tyres, specifier, use the excellent condition of the exc

Camorn Town Station). Euston 2700 and 8884. (Cl. 1951 Aivis 3-litre, luxuriously fitted with hea pance having dark jewelescent blue above the walst and light jewelescent blue above the walst and light jewelescent blue above the walst and light jewelescent blue above the walst man light jewelescent blue above the walst man light jewelescent blue blue he walst line this has to be seen and tested to be appreciated, off with written guarantee. E795; terms, exchanges.—H Edwards, 26-54, Upper Bigh St., Epsom, Surrey, proposed 9400.

Edwards, 28-34, Upper High St., Epsom, Surrey, Tel.

1932 Alvis T.L. 12 60 Beetleback, two-tone grey
the red upholatery, k.o.'s, engine completely rebuilt, timing wheels, S.U. carba mas. flywheel, clutch, half-ahefts, brake linings, cables and
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frombridge, Salop, Tel. 2166.

A LVIS 12.70 super sports late 1935 4-seater 4-door
lack, red eather interior, 4-sport
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entre change grear box, under 15,000 miles since complete engine recondition by Burtonwood, oil negligible,
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RHD 1855 Chevrolet Bel Air, fully equipped, radio, heater, all other extras. 1955 Chevrolet, equipped with all extras. RHD 1952 Buick, radio and heater, all extras.

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1954 Ford Crestline, overdrive, radio, heater, 1954 Ford Crestline, overdrive, radio, heater, 1954 pion seat overs, very low milage.

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2991:1-1951-2 Mash all electric convertible, magcarn.-Lambs of Wood Green, Pinchley 6221. [C2502]

Lion di post-war American cars, enquiries invited.—
15:14. Upper St. Martin's Lane, London, W.C.2 (ad).

Joe THOMPSON MOTORS. Ltd., offer a selection of late model ears, in excellent condition, at competition, at competition of the competiti

XK120 part exchange or consider other exchanges. Tel.

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Simpsons, The American Car Buyers, require all
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model American cars.

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BRITISH & COLONIAL MOTORS, Ltd., distributors
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Chevrolet cars.—Upper St. Martin's Laine (ad), Lelees,
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WELBECK MOTORS for Armstrong Siddeleys:

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1955 latest type, black and fawn, pre-selectric, twin speaker radio, bucket seate, Ace Rimbellishers, mileage under 2,000; this car is identical to brand new and cow over £1,300 our price £1,550, in dark unregistered, brand new and unused. In dark unregistered, brand new and unused. full maker's rusamatee; offered at special low price of £1,555-£200 under oriental list price.

EVERFAL very low-priced Armstromes in stock, increasing the recently been taken in part exchange against new Sapphires, and 're offered at ridiculously low prices.

WELBECK MOTORS, Ltd., 107, Crawford St., Lon-don, W.I (ne r Baker St. Station). Welbeck 1139.

offer Armstrong Siddeley Sapphire salcon, due-1953 Armstrong Siddeley Sapphire salcon, due-free trial guaranteed; deferred terms available.—184-188, GF POTIANG St., W.1. Museum 1001. [C3039]

1949 Armstrong Lancaster mioon, black; £475.—
London, N.6. Tel. Mountview 4444.
AUGHTON GOODWIN & Oo., Ltd., offer:—

954 (July) Armstrong Siddeley Sapphire saloon, clepnant grey with red hide upholatery, 1,000 miles only by one careful owner synchromesh har box faultless and as new price 21.350.—Official Siddeley Agents. George St. Kidderminster. Tel.

ARMSTRONG SIDDELEY

1954 (July) Sapphire, 7,000 miles, one titled owner, 1954 (July) Sapphire, 7,000 miles, one titled owner, 1955 (October) A. mstrong Lâncaster. Iow mileage, Fass, Tolyouth, Elmoridge 255, SS.—Kingston, St. Automobilità, Lég., offer:—

1951 (Dec., 1950) Armstrong Siddeley Whitley 4baster, twin indiamps 18,000 miles, now owner,
Pipparoos Garage, Dorking 4304.—Automobilis., Ltd.,
GUY SALMON AUTOMOBILES.

THE Armstrong Siddeley specialists, for sales, service or advice on these fine cars.

FULL range of new Sapphires for inspection and trial. OFFER the following used examples:

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1954 Armstrong Siddeley Sapphire 4-light saloon, be-ge leather, 6,000 miles, one owner, Motorols radius green/ or-gimily supplied and serviced by ourselves, faultiess condition; 21,345.

1954 Armstrong Siddeley Sapphire saloon, pre-green owner, services of the saloon, pre-green owner, services and serviced by armstrong Siddeley Whitley 4-light saloon, pre-green owner, faultiess condition; 2725.

1952 Armstrong Siddeley Whitley 4-light saloon, one owner, faultiess condition; 2725.

1952 Armstrong Siddeley Hurricane coupe; 22,000 miles from new, one owner, faultiess condition; 2785.

1954 Armstrong Siddeley Hurricane coupe; 22,000 miles from new, one owner, faultiess condition; 2585.

1948 Saloon, object of the saloon, object of the saloon, object by the saloon, offer:—

1954 Challes Follett, Ltd., offer:—

1955 Challes Follett, Ltd., offer:—

1956 Challes Challes, Samphire, bleck red.

1953 (Dec.) Armstrong Sapphire, black, red leather, synchromesh gear box, 9,000 miles, carefully maintained; 3 months' guarantee; £1,375; by maintained; 3 mouths' guarantee; £1,375; clities. 3 (June) Armstrong Sapphire, green/beige, green leather, preselector gear, one careful 14,000 miles; £1,275; 3 mouths' guarantee; h.p.

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

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1946-7 Armstrong Siddeley Hurricane drop head cellent all-round condition. So. 1950 Period observations. So. 1950 Period Station, St. 1950 Period Station, Tel. Terminus 1001. H. A. SAUNDERS, Ltd., Golders Green, offer:—

H. A. KAUNDERS, Ltd., Golders Green, offer: 1951 (June) Armstrong Siddeley 18 Hurticane one-owner spesiment, highly recommended; £505.

A. USTIR, H. W. I. Speedwell (2011) (10 lines) (164-24).

1952 Armstrong Siddeley Burricane foursome coupe in immaculate condition throughout; £625.

A. FREEMAII, Ltd., Grosvenor Garage, Burrage and Commission of the C

1939 Armstrong John saloon, specimen condition; changes. 2685; 5 months guarantee; terms and exchanges. 1948 Armstrong Siddleley Typhoon saloon, immander 1948 Armstrong Siddleley Armstrong Siddleley Armstrong Typhoon and Siddleley Armstrong Typhoon 2-door sports saloon, and armstrong Siddleley Armstrong Siddleley

toria Garage, Edwarfe Rd., Crickewood Siz3. Gibbs.

1953 14 000 miles only, radio, heater, electric searbor, grey green, as new; £1,105.—Bale Motors, Ltd.

Tot. 7771 (4 lines).

Crice Elers, 107-8, Ord Browston Rd., South Kerving,

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WILLSONS, "The Enthusiastic Owner-Acents." have

3 carefully used 1954 Supplyines for sale: from

£1,325; demonstrations and chy including Sunday;

Britton 4071 and 1-3 Dorethe Rd. Epsom, Surrey.

1033 Le Mans 4-str., long chassis, black; £275.

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1955 Series available and on show.

1954 Aston Martin DB36 special 2-seater.

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1955 Printon 4071 and 1-3 Dorethe Rd. Epsom, Surrey.

1956 Series available and on show.

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1958 Aston Martin DB36 special 2-seater.

1959 Aston Martin DB36 special 2-seater.

1950 Aston Martin DB36 special 2-seater.

1958 Aston Martin DB36 special 2-seater.

1959 Aston Martin DB36 special 2-seater.

1950 Aston Martin DB36 special 2-seater.

ARMSTRONG SIDDELEY

Armstrong Lancaster saloon, heater, in Peany nice condition; £370; terms, exchanges, on Motors, 41-47, Camden High St., N. W.1. [956] 947 Mornington Motors, 61-47, Camden High St., NW.1.
Euston 6658.

Rurriease drop head, duo tone, factory
owned, superb condition, fitted radio and
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heater, owned, N.W.6.

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Amostrong Siddeley, 1951 Whiter sports
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ARMSTRONG SIDDELEY Whitley saloon.
Another one owner car in specimen condition guaranteed mechanical order, pre-selector, heater, Suaranteed mechanical order, pre-selector, heater, ets, pre-selector, heater, ets, pre-selector, heater, ets, pre-selector, heater, etc., and heater, sound condition remarally, fivd. occasionals, division, dice, unrepeatable; £185.

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prices for Armstrong Siddeley.—Hampsicad (Tube).

N.W.3. Ham. 6041.

H. A. SAUNDERS Ltd., Golders Green, require:—

IVA Siddeley.—Tel. Sts. 8000. Seven Sisters Rd., Tot-tenham, N.J. SOYCE Ltd.. England's largest distri-butors, wish to purchase carefully used post-was Armstrong Siddeley cars.—184-186. Gt. Fortland St. W.I. Museum 1001.

Armstreng Siddeley Spares and Service

A ROOT ENGINEERING. Lots.

A RMSTRONG SIDDELST specialists; complete overhaus and engineering services: 48-bour exchange engine and gear box services, quick, suaranteed services by specialists; trade and retail.

DHESELECTOR sear boxes, exchanges, reconditioning 40-br.—Aroot sing, Edd., 169. Fulham Rd. 169. Fulham Rd

1471. — Harman. 24. Astwood Mews. 6.W.7 Fremantic 1471. [Or997/R]
WILLSONS. "The Enthusiastic Owner-Agents," are pleased to offer 'Service that Excels." 34. Acre Lane. 8.W.2. Brixton 4011, or 1-5. Dorking Rd... Espoom. Surrey. Epsom 9007. [63685/B]
PASS & JOYCE Ltd... 27, Peter St... Manchester, 2, have large stocks of sparse; reconditioning of care and preselector gear boxes undertaken.—Tel. Deans and the control of the control of the preselector of the control of t

HW MOTORS, Ltd., offer:-1950 engine, just reconditioned as new, Michelin X tyres, perfect chassis, filted radio: £1.35. Birdes Motor Works, Wallon-on-Thames 2404-5-6. [C204]

1939 2-litre 4-str. forewr. green, well above average condition: £425 1938 2-litre 4-str. short open, green, excellent; 1935 2-litre 4-str., abort open, green, excellent; 1935 19teer 2-str., green, well maintained; £395. 1933 Le Mans 4-str., long chassis, black; £275. OLD WINDBOR Berks. Tel. Windsor 2002-3. [9377

GUY SALMON AUTOMOBILES offe

1955 Aston Martin 3-litre drop head coupe, im-mediate delivery; list price.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001 HOLLAND PARK AUTOMOBILES offer:

1953 model Aston Martin DB2 saloon, Vantag fitted suitesses, immaculate car; 21,750.—142, Hollan Park Ave., W.11. Park 8626. 21,750.—142, Hollan Aston Martin Care Wanted

OWLAND SMITH'S, the Car Buyers,—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.S. Ham, 6041.

DARTLETT will pay more for good Aston Martins.—27, Pembridge Villas, W.II. Bay, 6525. (W1015) Bartles 12 27, Penbridge Vilias, W.11. Bay. 0525. [WILLIAM A STON MARTIN cars wanted for cash; full details.—A Friary Motors, Ltd., Old Windsor. Windsor 2002-3.

RIARY MOTORS, Ltd. sole suppliers of spares, including reconditioned engines, for all aston Martin cars produced up to 1940; specialised servicing facilities.

LIM AUTOSALES (MORDEN) offer

1937 autin Nippy 2-seater sports, in red, lots all mechanically excellent: £175.—Elin Autosales. 28-30, Abbotsbury Rd., Morden. Cherrywood 1615. [C2087]
105cm.—Austin Blg 7, 1935 de luxe 4-doro saloon. Stidling head, leather, very good condition: cert.—Austin Blg 7, 1935 de luxe 4-doro saloon. Cert.—Austin Blg 7, 193

Austin Saven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Austin 7—Hampstead (Tube). N.W.5.
Ham. 6041. RAYMOND WAY, AUSTIN A30

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1953 Austin A50 4-door saloon, various extras fitted, ase, maintained regardiess of cost by one careful owner; 2459ms or 250/19 deposit, balance 24 months.

HIRE purchase terms on the spot with no references, or the cost of the cost o

150 yards). CAR MART, Ltd.

ONDON distributors.

1954 Austin A30 2-door saloon, heater, grey with blue upholstery: £485.—Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1059]

1954 Austin A30 4-door saloon, grey; £475.

NEWNHAM House. 235-7-9, Hammersmith Rd... London, W.S. Riverside 4646.

PHILIP RICKARDS, Ltd., offer:—

1954 (May) Austin A30 4-door saloon, blue, heater, 4, Brick St., Park Isne, London, W.I. Tel. Grosyenor A. SAUNDERS, Ltd., Golders Green:

1955 Austin A30; limited number of orders now application forms, brochures, easy terms, demonstrations; from £475, 14/2, 144, Golders Green, Rd., Golders Green, N.W.11. Speedwell 6011 [10 lines], (24004 1954 Austin A30 black 2-door de luze, bester, 8,000 ERIC HAYES, Ltd., 13, Bishops Bridge Rd., W.2. Ambassador 8366.

SAUNDERS, Golders Green, for your Austin.—140, Golders Green Rd. Speedwell 0011. [C4004/1 1954 Motors of Kilburn. Willesden 0047. [Cauchd Williams of Kilburn. Willesden 0046/7. [97 Will carburettor conversions now available; 194 data.

data. A-door saloon, available with conversion; send for ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345, A30 2-door saloon, black to Close and Co. 184 and Co. 18

1953 Austin A30 4-door saloon, one owner, heater, riced by us. In new guaranteed; £450.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. (C4053 Ltd., 1. Weston Park, Kingston. Kin. 8104. (C4085)
PRIDE & CLARKE, Ltd.—1953-4 Austin A50 2- and
4-door asloons, low milesge: choice several from
Stocket Rd., 8.W.9. Brixton 6251.
(C5068)
Model A30 saloon, black, red upholster,
heater, Radiomobile press-button radio,
brand new throughout, just dicely run in; £485.
Whitbys of Acton, Ltd., 275, Acton Vale, London, W.2.
(19734)

Austin A39 Cars Wanted

THE CAR MART, Ltd., London distributors, wish is purchase Austin A20 cars.—Austin House. 297.
Euston Rd., N.W.I. Euston 1212. 10825/R.
GOWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube). N.W.3.
Ham. 6041.
XXX Excellent cash prices paid for good Austin A30 cars.—H. F. Edwards. 200. Great Portland St., London, W.I. Teil, Langham 6012. (W2018/R.
XAVIER, crashed or burnt Austin A30. body inJohn College, Carledo or burnt Austin A30. body inGosterley, Middleex.

CHARLES POLLETT, Ltd., offer:-

1946 (Dec.) Austin saloon, black, brown, speedd reading 21,000 miles only; a very carefully kept and maintained car; 5 months' guarantee; £350; , facilities. HOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

SHOWROOMS.—18, Berkeley St., W.1. Mayuni Good.

SERVICE.—Works and Stores: Barnsdale Yard, off Bigin Ave. W.9. Cunningham 5956, (C2010 SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer Sales Division, of 4191 atter 7 p.m. 9143 4191 atter 9143 4191 a

H. A. SAUNDERS Ltd., Golders Green, require:

AUSTIN 8 cars for cash.—Austin House, 140/144, Rodlers Green Rd., N.W.11, Speedwell 0011. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3 Ham. 6041.

CHIPSTEAD MO. ORS Ltd., offer:

1947 Austin 10 salon, black, engine reconditioned.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.S. Flaxman 0052/7255/7154.
H. A. SAUNDERS, Ltd., Golders Green, offer:—

La sington, London, S.W.S. Plaxman 0052/7253/7154.

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1938 (Aug.) Austin ID Cambridge sunshine as a second back chosen blde, one owner: £165.

USTIN House, 140-144, Golders Green Rd., Golders Green, N. W. II. Speedwell 0011 10 lines). 104004

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car 1947, 10, £355—355. High Rd., Wembley, Middle-sax. Tel. Wembley 422 and 4423.

2475 deposit.—1947 Austin 10 saloon. £300; page 10, £355—355. High Rd., Wembley, Middle-sax. Tel. Wembley 422 and 4425.

2476 deposit.—1947 Austin 10 saloon. £300; page 10, £305—355. High Rd., Wembley, Middle-sax. Tel. Wembley 422 and 4425.

2476 deposit.—1947 Austin 10 saloon. £300; page 10, 4000.

2487. Fro. 1819.

2487. Fro. 1819.

2588. Saloon. excellent, guaranteed: £255; 10, 2000.

2589. The saloon. excellent, guaranteed: £255; 10, 2000.

2589. The saloon. Excellent, guaranteed: £255; 10, 2000.

2589. Saloon. Excellent, guaranteed: £255; 2000.

2589. Saloon. Excellent, guarantee

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham, Schl.: W4018:R.H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 10 cars for cash.—Austin House, 140/144,
A Golders Green Rd., N.W.11, Speedwell 0011.
PRIVATELY owned Austin 10.—5, Brae Court, Kingston Hill, Surrey, Tuise Hill 2766. [W2037]

AUSTIN A40

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside

4644, offer:—

1953 stery, Lest covers, heater, one owner, low mileage, excellent condition; £995.

W. HAROLD PERRYY, Ltd., Ford Main Dealers, 279, balls test Lane, N. Finchley, N 12. Tel. Hillstde Al at Brown's.

1954 Austin A40 8 merset, blue/grey, blue leather W. J. BROWN, Ltd., 339, Finchley Rd., R.W.S. BENTALLS, Ltd.

1954 Austin A40 Somerset, black, 5,000 miles, choice is 3; £645.
1953 Austin A40 Somerset aliding head, heater; £555 £565.
KINGSTON-ON-THAMES, Kingston 1901.
NEWNHAME, Ltd.

1954 Austin A40 Somerset saloon, black, heater, NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.S. Riverside 4648.

CAR MART, Ltd. AUSTIN A40 ONDON distributors.

1953/54 Austin A40 Somerset saloon, silding head, heater, cream with red upholstery; £610.
1952 Austin A40 Deven (G.5.3) saloon, heater, 1952 green with brown upholstery; £550. Heater, grey austin A40 sports convertible, heater, grey with grey upholstery; £565.—Car Mart Ltd., 297, Euston Rd., London, N.W.I. Euston 1212. [C1059 SLOCOMBES, Ltd.

1950 (September) Austin A40, beige, fitted heater, terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869; also at 379, North Circular Rd., N.W.10.

1949 (December) Devon saloon, grey; £465.

1951 Devon saloon, green; £495.
1952 Somerset saloon, fawn; £545.
1953 Somerset saloon, green; £595.
1954 Somerset coupe, black; £645.

ELITE MOTORS, 951/961, Garratt Lane, Tooling Broadysy. Tel. Balham 1200 (20 lines). [C2005]

1953 (December) Austin A40 Somerset saloon, one cases—102, London Rd., Kingston-on-Thames, Kingston 3348. [Closing Advances]

1954 Austin A40 coupe, green, green upholstery, 836-842, High Rd., N.12. Hillside 5272 (8 lines). (O2027 836-842, High Rd., N.12. Hillsid CHARLES FOLLETT, Ltd., offer:-

1953 (Sept.) Austin A40 de luxe sal., black, red interior, radio and heater, one owner, speedo reading 5,900 miles only, exceptional car; £625; h.p. Acilities. SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266 SERVICE.—Works and Stores: Barnadale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010 WARWICK WRIGHT, Ltd., offer:—

1954 Austin A40 saloon, grey with red leather.
WARWICK WRIGHT, Ltd., 159, New Bond St., W.1.
Margiair 9761.
C.M., CAR SALES (Prl. 6623) offer;—

1954 Austin Somerse: malon, but hide uphoistery.
THREE months' guarantee terms; list on application.
—Swiss Cottage. Finchley Rd., N.W.3. [C1051]
ELM AUTOSALES (MORDEN) offer:—

1954 Austin A40 Somerset saloon, in grey with blue 1954 leather interior, fitted heater one owner, low milesage, unmarked throughout; £255.—Elfm Autosales, 68, Hartfield Rd., Wimbledon, E.W.19. (Cherrywood Court of the Court of Court of

1952 A40 Somerset saloon, green; £535 K. HENRY, Ltd., 63-65, Great Portland St., London, W.1 Langham 5635 and 3954. [C2094] EONARD WILLIAMS & Co., Ltd., offer:—

1954 Austin Somerset as on, black red leather, fully kepter aumshine roof, small milesge, beauting the property of the state of the sta

1952 Austin A40 Devon: £495.—Below.

ALL above are one owner, low mileage cars and each is fitted with heater; here purchuse and part exchanges welcoused.—Herbert & Mills Church Rd. Ashford. Middx. Tel 2960.

1952 A40 sports, heater, immaculate; £555.

SCOTT CARS, 347. Finchley Rd., London, N.W.S. Tel. Hampstead 7779-8676.

A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (Sept.) Austin Somersat one-owner saloon.
1952 grey/biue hide, highly recommended; £358
1952 Austin A40 Somerset, one owner, black/red
1953 (late) Austin Somerset sunshine saloon.
1953 (late) Austin Somerset sunshine saloon.
1953 (late) Austin Somerset sunshine saloon.
1954 (Sept.) Austin Somerset sunshine saloon.
1955 (Sept.) Austin Somerset sunshine saloon.
1956 (Sept.) Austin Somerset sunshine saloon.
1957 (Sept.) Austin Somerset sunshine saloon.
1958 (Sept.) Austin Som

mended; £975.

A USTIN House, 140-144, Colders Green Rd., Golders Green Rd., Golders Green Rd., Golders Green Rd., Golders Edds Green, Nw. 11. Speedwell 6011 (10 lines), IC4004 Edds Green, Nw. 11. Speedwell 6011 (10 lines), IC4004 Edds, Colders Rd., Golders Rd., Go

1951 A40, fitted heater; £465.
1953 A40 drop head, low mileage, immaculate; £595.
1950 A40 saloons, choice of 4; £450.
355. High Rd., Wembley, Middx. Tel. Wembley 4422 and 4422.
1953 Austin by leather, heater, taxed year; £565.
L. SERVICE STATION, Kingaton Vale. 8; W.15.
Kin. \$353.
1954 Austin A40, one owner, amail mileage, £596; Austin A40, one owner, amail mileage, £597.
By Sanontha guarantee, terms and exclange.
J. Hornsey. Mountview 5228 & 5774.
Bornsey. Mountview 5228 & 5774.
1952 Austin A40, grey, beige interior, heater the first own for the control of the control

HAMILTON MOTORS (LONDON), Ltd., 466-400, Edgware Rd., London, W.2. Paddington 0022 (12

Saunders, Golders Green, for your Austin.—140
Solders Green Rd. Specdwell 0011. (C4004,1)
1949 Austin A40 alloon, one owner; £415.—Jack
Bendon 1425.—Jack
Line, Franks & WAGSTAFF, Ltd., Tottenham
Lane, Crouch End Hill, N.8 (Mountriew 4401) Tane, Crosen End Hill, N.S. (ascuntyre veol., 1972.

1953 late condition: £585.

1053 late condition: £585.

1050 taxed yest.—Pinchneid. Virginia Water. Wentworth 2120.

1950 Austin A40 saloon, magnificent, guarantees, wentworth 2120.

1951 Austin A40 saloon, magnificent, guarantees, 19035.

1952 Austin A40 somerset de luxe, beater, 10,000 miles, £690.—Vanderveils, 215. Laverstock Hill. N w 5 Primarce 4441

1952 (March) Austin A40, good condition, one miles, £690.—Vanderveils, 215. Laverstock March, 1952.

1954 March, Muttin A40, good condition, one miles, £690.—Vanderveils, 215. Laverstock March, 1952.

1954 March, March, 1953 (1954).

1955 (March) Austin A40, good condition, one miles, £690.

1954 — Cavendath Motors of Kilburn. Willisaden 1952.

1954 — Cavendath Motors of Kilburn. Willisaden 1972. 0046/7.
1950 windscreen washers, etc.; £445.
Motors, Ltd. Tot. 7771 (4 lines.)
1954 Austin Somerset, low mileage, imma condition throughout; £625.—Sidney M Ltd., 33, Sloane St., S.W.1 Tel. Sloane 55576 AUSTIN, A40 55 model, low mileage, fitted for the condition throughout; £625.—Sidney M Ltd., 33, Sloane St., S.W.1 Tel. Sloane 55576 AUSTIN, A40 55 model, low mileage, fitted financulate speciment, terms, part exchange; 2009. ATE 1951 A40 4-door de luxe, reconditioned engin in really exceptional order; £495.—R. C. Mort lake, 253, Kensal Rd. London, W.10. Arnold 4604 1952 A40 G.S.3 saloon, exceptional condition, a condition, exchanges owner heater; £525 terms, exchanges Northways Garage, Swiss Cottage, N.W.3. Primar (Ca) 1954 Austin A40 Somerset de luxe saloon, mileage; £615.—Hails (Pinchley), Ltd., Carade, North Finchley, London, N.12. Tel. Hi 3053. 5. – 1953 model Austin A40 Somerset de lux \$\frac{4555}{2565} - 1953 model Austin A40 Somerset de lux \$\frac{45565}{2565} - 1953 model Austin A40 Somerset de lux \$\frac{45565}{2565} - 1953 model Austin A40 Somerset de lux \$\frac{45565}{2565} - 1953 model Austin A40 Somerset de lux \$\frac{45565}{2565} - 1953 model A40 Somerset de lux \$\frac{45565}{2565} - 195 1954 Austin A40 calcon, heater, 8,000 miles, choice 1954 of two; 2645.—British & Colomial Motors, Ltd., 15,14 Upper St. Martin's Lane, London W C2 (Adj., Leicester Square Tube Station), Temple Bar (C102)

MALTER SCOTT Ltd.—August 1952 Somerse waloon, grey leather, heater, 21,000 miles, excel-lent throughout one owner, 2525—59. College Crea-cont, Hamostead, N.W.3 (Swiss Cottage Tube). Prin-1949 Austin A40 Devon de luxe finished if etited, milener 7,000, in very good order and guars by us for 5 mouths: £410.—Andover Motor Co...

dover \$40.5 months. £410.—Andover Motor Co.

64.5 ma. Austin Ado late 1955 Somerset conve
eastern, pe leather, heater, passlight, washers, one careful womer, 10,000 miles, except
terms, wechanges; list; open 9-7 week-days and \$6
days.—Evolution Smith. Hampstead (Hampstead T
Hammstead 9031

Cot.) Austin A40 G83 salocn, stee
financial control of the control of the control of the column change finished grey, brown is
financial control of the control of the control of the column change in the control of the column change in the change in the column chan

Court 1954 (Marcn) Austin A40 Somerset slicking appearance quite as new 6.700 miles only, over-riders one gareful were must be seen to be appearance for the first only of the first only of the first one of the

Austin A48 Care Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320 Euston Rd., N.W.1. Euston 1212. [0957/8] ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3 Ham. 6041.

H. A. SAUNDERS. Ltd. Golders Green, rec A USTIN A40 cars for cash.—Austin House, 140/144,
A Golders Green Rd., N.W.11. Speedwell 0011,
A40 hurrers.—Moteoritist (London), Ltd. Great
A40 hurrh Rd East Finchley Station, N.2 Tudor
(Won):

1952 Austin Somerset, no dealers.—Liberty 1618. DRIVATELY owned A40.—5. Brac Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037 ALGOST new A40 required immediately.—54. ALGOST new Law 1997. [W3016] BENTALLS, Ltd. AUSTIN A50

1955 Austin A50 Cambridge de luxe saloon, 2,000 miles: £740.
KINGSTON-ON-THAMES, Kingston 1991. PHILIP RICKARDS, Ltd., offer:-

1955 (Jan.) Austin A50 Cambridge de luxe saloon, 850 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor (C3061) 4772-3.

\$\frac{4}{3}\text{AUNDERS}\$, Golders Green, for your Austin.—140, \$\frac{4}{3}\text{Golders Green Rd}\$. Specdwell 0011. [C4004/1]

\$\frac{4}{3}\text{Golders Green Rd}\$. As one with full de luxe of the control of the c

1947 (Sept.) Austin 12, almost as new, one Sydenham, E.E.Sc. Sydenham, S129 (Sept.) Austin 12, almost as new, one 195 (Sept.) Austin 12, 1957 saloon, fawn, sliding head, being leather, very good condition; terms, exchanges and Saturday, and Saturday, and Saturday, fawn, and fampstead (Mampstead Tube), Hampstead (Mampstead Tube), Hampstead (Mampstead States)

Austin Twelve Cars Wanted

ROWLAND SMITE'S, the Car Buyers.—Highest cash
prices for Austin 12.—Hampstead (Tube), N.W.3.
Ham 6041. [W4018/R

AUSTIN SIXTEEN

1948 Austin 16, sun roof, leather, very nice car;
ERIC HAYES, Ltd., 15, Bishops Bridge Rd., W.2.
Anbassador 3266. 1948 Austin 16 salcon, black, in good order, £350,
A&S Limousine Hirecars, partition, forward occasionals, leather, choice of four, written

casionals, leather, choice of four, written guarantee.

ALPE & SAUNDERS (Limousines Purchased) Providence Court. North Audies Street. Mayfair 2941.

1948 Austan 16 salcon, onest, guaranteed. E343, 1949 (Austan 16 salcon, onest, guaranteed. E343, 1949) (Austan 16 salcon, onest, guaranteed. E343, 1949) (Austan 18 a'loon, heater, radio superb convaughan, 17, Astwood Mews, S.W.T. Fro. 1519, (Columbian, 1848) (Austan 18 a'loon, heater, radio superb convaughan, 17, Astwood Mews, S.W.T. Fro. 1519, (Columbian, 1848) (Austan 18 a'loon, heater, radio superb convaughan, 17, Astwood Mews, S.W.T. Fro. 1519, (Columbian, 1848) (Austan 16 a'loon, 1849) (Austan 1849) (Aust

Austin Sixteen Cars Wanted A USTIN 16 cars for cash.—Austin House, 140/144,
A USTIN 16 cars for cash.—Austin House, 140/144,
A & S Limousine Hirecars, Best Buyers, Best
A LFE & EAUNDERS Ltd. Providence court, North
A LFE & EAUNDERS Ltd. Providence court, North
1951-55 limousine required: private preferred;
200d price paid.—"Woodbury," Sheen Common Drive, Richmond, Surrey.

DOWLAND AMTH'S, the Car Buyers.—Highest cash
Plann, 6041.

Bann, 6041. AUSTIN A70 & A90

1951 Austin A70 saloon, heige, leather upholstery, radio, heater, sun roof, one owner, £525, W. J. BROWN, Lett., 359, Finchley Rd., N.W.S. Ham. 2294, 10025 A1 at Brown

LONDON distributors. 1954 Austin A70 Hereford saloon, sliding head 1955 Austin A70 Hereford saloon, heater, bright header, black with brown upholstery; £715 Austin A70 Hereford saloon, heater, brown upholstery; £355.—Car Mart Lidd, 16, UXDMOBILIGE Rd., kalling, W.5. Ealing 6600.

1950 Austin A90 feursome convertible all electric coupe, paste green, beige leather, radio heater, experiment of the convertible and the convertib 1952 Austin A90 saloon, grey, with heater; £585.

836-842, High Rd., N.12. Hillside 5272 (8 lines). GLANFIELD LAWRENCE offer:-Guarrense Austin A70 saloon, black, hester 1950 (radio, 2 owners, reconditioned engine, magnificent throughout: £485.—407 High Rd. N.12. Pinchley (C2055)

CHARLES FOLLETT, Ltd., offer:-1952 A70 sal., speedo reading 25,000, reconditioned entire, heater; £545, 1953 A70 sal., speedo reading 19,000, one owner, B40WR00MS.—18, Berkeley St., W.I. Mayfair 6266, SERVICE -- Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010 HENDON CENTRAL GARAGE, Ltd., offer:-

MIDDLESEX MOTORS, Ltd., offer:-

MIDDLESEX MUTURE, not. 1984.

1954 Austin A70 saloon, black, leather, heater, 1954 B.M.C. warranty; £665.

1954 B.M.C. warranty; £665.

STATION Rd., Harrow. Tel. Harrow 0022.

[S685] PETER BANTOCK CAR SALES Offer:-

1952 Austin A90 hard top, black/beige, 12,000 miles, unmarked; £595.—104, High Rd., Chiswick 2725/5870. [Cloud H. A. SADNDERS, Ltd., Golders Green, offer:—

1952 (March) Austin A70 convertible coupe, grey/ide, one owner, highly recommended:

1952 (March) Austin A70 convertible coupe grey/
\$560.

1952 (Aug.) Austin A70 Hereford saloon, one owner,
nimiating and a second a s

1954 Hereford saloon, black, red leather, 7,000 miles.

Paddon Bross. 60, Cheval Place, South Kensington, 8 W 7, 1el, 4ken 3477/478. (23035 AUNDERS, Golders Green, for your Austin.—140, Golders Green Rd. Speedwell 0011. (2004/11953 A90 saloon, grey and chrome, low mileage, 1955 and 1956 de luse A70, radio, heater, 31,000 miles, one of the second seco

months.

McLaren & COX, Ltd., 928, High Rd., Finchley,
McLaren & COX, Ltd., 928, High Rd., Finchley,
C3063
1950 Austin A70 saloon, fitted radio, heater, taxed
cnd of year, excellent condition throughout:

6550.

Parsons & Parsons (Garages), Ltd., Potter St., Harlo v. Tel. Potter St. 121.

950 Atlantic. electric top, finished in black, beige, care. 2436 fitted with heater and radio, immaculate

1950 fitted with heater and radio, immaculate car: £485. fitted with heater and radio, immaculate car: £485. fitted with heater and radio, immaculate ERIC EAYES, Ltd., 13. Bishops Bridge Rd., W.2. Ambassador \$266. 1953 Austin A70. black, sunroof, radio and heater, stock Bill, 8t & Falley &

1951 Austin A90 Atlantic saloon, metallic saloon, metallic saloon, metallic saloon, metallic saloon, metallic saloon, backer, one owner, genuime 8 miles, outstanding condition; £500.—Tel. Wax. 1954 [May] Austin A70 saloon, black, browner, amail mileage; £755.—Osborne, The Cop Rowhilla Heath End, Farnham.

1954 Austin A70 Revelored, black leather into the condition, B.M.C. sarranty. H.P. terms: £ eellent condition ringspection invision haster. £468.—Kirkdale Cars. Cobbs Cor Syden haster. £468.—Kirkdale Cars. £500 cobs. £125 dept. £125 de

AUSTIN A70 & A90

1950 Austin A90 power-operated convertible, pale condition; £475 or £135 down.—Bray Motors, 180-184. West End Lane, N.W.6. Hampstend 6490. [C1024 1951 Hereford, 21,000 miles only, excellent concondition, bloor, bargain £485111, 1800 1953, popules condition, bloor, bargain £485111, 1800 1953, popules condition, bloor, bargain £485111, 1800 1953, popules condition, bloor, bargain £485111, 1800 1953, popules £48511, 1800 1853, popules £4851, popules £4 AUSTIN A70 & A90

AMBS OF WOOD GREEN, Pinchley Showroom, 421/423, High Rd., Finchley, N.12. Finchley Scott. (East Finchley Underground.) (12052 (Feb.). Austin A99 Atlantic sports as, on, 1952 (Soo) miles only, finished black, red leather, loose covers. S-button H.M.V. radio, heater, spot light, the modern covers of the cover of the covers o

Austin A76 and A98 Cars Wanted .

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A.MOST new A70 required immediately—54.

Streatham Hill S.W. Tules Hill 2676 (W2001).

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AUSTIN EIGHTEEN 1936 Austin 18hp saloon de luxe, exceptionally well-kept car, a real bargain; £125, or £50 deposit; balance over 12 months; many others, all guaranteed; exchanges insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton B.W.2. Tel. Tulse Hill 1700.

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Mart, Ltd., 37, Davies St., Grosvenor Sq., W.L.
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1951 Austin Al25 Sheerline l.w.b. limousine, radio.
Car Mart, Ltd., 163, Bromley Rd., Catford, 8.E.6.
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1949 Sheerline, grey, heater, radio, almost new CASTELNAT, 8 W.13 (Hammersmith Bridge). Riv. 4344.
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1951 Austin Princess saloon, most superb condi-1949 Austin Sheerine, fitted heater, radio, loose 255, austin Sheerine, fitted heater, radio, loose 250, J. HUNTER, Ltd., 22 Oricklewood Broadway, N. W. 2. Tel. Gladstone 6305, Offer:—

1954 Austin Al55 l.w.b. Princess 7-pass. lim., mis. only block/fibr. throughout, htc., rdo., L.C., 7,000 TOM GARNER, Ltd., 10-12, Peter St., Manchester, P. Blackfibrs 2935-6-7, (70000)

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1952 Austin Sheerline, black, with beige leather, and losse covers. In outstanding condition throughout, and some state of the state of

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1950 Austin Sheerline maloon, grey, grey hide.
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Sheerline, above average condition;
£435.—6-7, Warren St., W.1. Euston 3268. (C1005

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PRIVATE owner offers 1949 Princess saloon, a new tyres and battery, reg. Nov., taxed for very well cared for; £5.0.—Fawaley Villas, Loxley Sheffield,

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£645 owner, faultiessly maintained, nominal mileage, heater and wireless; also 1961 Sheerline limousine, one owner, taxed privately, in condition virtually as new throughout. Res. Leighton Buzard 2041. Write AMDEN MOUNT CAMPEN MOUNT CAMPEN MOUNT CAMPEN A CONTRACT OF THE CAMPEN AND CAMPEN A CONTRACT OF THE CAMPEN AND CAMPEN A CONTRACT OF THE CAMPEN AND CAMPEN AUSTIN A CAMPEN A CONTRACT OF THE CAMPEN AND CAMP

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1937 Bentley Park Ward convertible foursome condition throughout; £725.—32. Bruton Place, Berkeley Square, W.J. Maylair 0621-2.

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1954 Bentley standard steel saloon, black and shell grey red, 2.000 miles.

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1939 Bentley (overdrive) maloon by Park Ward; 1939 Bentley (ove drive) drop head coupe; £1,175. ULLEST particulars and photographs on request.

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Golden, M.W.I. Bus, 661, Id., 575, Euston Rd., IC3023.

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£850.—Beiow. 1935 Bentley 3½ Park Ward saloon, black, 106,000 miles: £475.—Weybridge Automobiles, Wey-

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TYPE saloon, sutomatic gear box, black with tan unbeliety. first itemated 2.11.5, milest unbeliety. The property of the saloon of t

1951 Bentley saloon, grey, light brown hide, representation of registered 1953, radio, heater, etc., condition 100%; price £2,850.—Perry. Tel. Sut. 2030 or Mid (1992)

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BENTLEY (3½ 4½-litre and New 4½-litre) £595:!!—4½-litre Bentley Park Wart sports salom, 1936, two-clour finish of the coachwork cuite immaculate, a very carefully used car in squaranteed mechanical order, thoroughly checked over a superior order order order of service order order order order of service order or

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Middlesex Estate 403, 0.11 extras and latest modified the first 403, 0.11 extras 15,000 miles; best offer over £2,000; sound reason for selling; smaller car part exchange.—Box 2655.
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A444. at Browns.

1953 Ford Prefect, black, with brown leather interior, 9,000 miles: £475.

W. 339, Finchley Rd., N.W.S. Ham. 2284. [C1025]

1953 Ford Prefect saloon, black with brown uphol-forware Rd, M.W.9. Hendon 6500. Welsh Harp, RATMOND WAY.

RAYMOND WAY OF KILBURN.
RAYMOND WAY, the hire purchase specialists.

1953 Ford Prefect 4-door saloon, one very careful owner, mileage under 25,000, coachwork and interior as new: 429gns or £113 deposit, balance 24

MIRE purchase terms on the spot with no referent the formalities or guarantom; part exchange your present motor cycle or car; sivays 300 cange us 6400 to choose from cange the formality Rd., Kilburn, N. Maida Vale 6044, connecting all branches with the connecting the same of the connection of the co

DERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.
PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (0099/R

A LLaw TAYLOR (MUTCHOT, 2014), 1953 Ford Prefect, black, leather upholstery, 15,000 mices; 2450, LTIGH St., Wandsworth, S.W.18. Tel. Vandyke 4353 [9730] HIGH St., Wandsworth, S.W.18. Tel. Vandyke (5 lines). H. A. SAUNDERS, Ltd., Golders Green, offer:—

1953 (April) Ford Prefect saloon, beige/beige hide, mended; £485.
A USTIN House, 140-144, Golders Green Rd., Golders Green N. W. H. Speedwell 6011 (10 lines.) [04004 1955] Prefect, works mileage, heater; £650.

SOUT CARS, 347, Finchler Rd.

1955 Prefect, works mileage, heater; &650.
1955 Prefect, works mileage, heater; &650.
SCOTT GARS, 347, Flinchier Rd., London, N.W.S.
Tell. Hampstead 7779-8976.
CORD Prefect, new type, cost £630 heater, teather.
PREFECT, July 1953, awm. 5,000 miles, taxed year, one owner; £465.—Waxiou 1274.
FORD Prefect, Nov. '34, heater, taxed December, 1,900 miles; £635.—Box 2015.
4250 miles; £635.—Box 2015.
4350 miles; £635.—Box 2015

1953 model Pord Prefect, leather and leading colour fawn, well maintained; £450.-London Motors, 205, Fulham Palace Rd., W.6.

£249 —1940 Ford to Prefect de luxe saloon, maculate bargain.—G.P. (Balham). Ltd. Balham Hill, S.W.12 (100 yards Clapham South T) Batt. 1107-8-9. Ford Prefect saloon, heater, wind 13.000 miles, as brand new, guarantee Wilkin, Ltd., Lion Gate, Hampton

1953 Ford Prefect saloon, neaser, winemed a constitution of the co

horns, rad, there Garages, Alphingues, changes, Peemore Garages, Alphingues, (Kennford 581.)

PRIDE & CLARKE, Ltd., 1955 Ford Prefect as black/red, 50 miles, one owner, £659; 1954, g. beige, grey/red, black/red, 1,000 to 6,000 miles, c. 3. from £629; 1963, low mileage, choice several, £249; 1964, black/red, beige/beige, choice two, 5 months guarantee, terms, exchanges; lists—8 well Rd., 5.W. 6 months for the first prefer for

M DAGENHAM MOTORS, Ltd., wish to purchase Pord Prefect cars.—Used Car Department, Hyde Park I W1086

4076. FORD (16 h.p.)

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1937 lohp, bottery, absorbers, shoes recently sense of the sense of the

FORD CONSUL

1953 (September) Consul saloon, a lovely geouin black with red leather and fitted heater; &600 or la leather and fitted heater; &600 or la fewering, exchanges.—Bighems Park Consuges, to Becarding Rd. Bighams Park London, S.A. Lashews

FORD CONSUL

W. HAROLD PERRY, Ltd., Pord Main Dealers, 279, Ballards Lane, N. Finchley, N.12, Tel, Hillside

Hallards Laire, N. Finchery, The Parker, 1953 Consul, black with red upholstery, heater, 250 spot samp, wing mirrors, one owner, excellent conditions, and the parkers of the property of the parkers of

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VILLECK MOTORS proudly offer the best 1955 Ford Consul availance to-may:—

Consul availance to-may:—

Tord Consul in grey with red leather, heater, the first car is under 10,000 and the whole car is witrually as new; the car has the latest type instrument board and radio as on the current model; price £685, or by instalments.—Welbeck Moore, Ld., 107, Crawford St., London, W. 1 man Baker in Causing), Welbeck 1139 (6 lines). [C4048], DAVY, Ldd.

CONSUL convertible, power hood, heater, leather, 1,000 miles only; £855.—180-4, Kensington Eligh 81, W.S. Western 9641. (C1089

A as Browns, (Close 1954 (model) Ford Consul, Dorchester grey, red 1953 Ford Consul, black with red upholister; &625.

W. J. BROWN, Ltd., Ford Distributors for 30 years, AMMOND WAY.

AYMOND WAY, East London branch.

NATIONAL WAY, East, Someon stated.

1954 Consul saloon, 2.564 miles only, grey with red extras include heater, over-inders, rimembellishers, wing mirrors, long-range head lights, etc., etc.; only owner giving up driving, Edogas or 2.15 deposit.

E no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war care to choose from.

ATMOND WAY, 773. Bigts Rd., Seven Kings. Tel. general migrations.

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1952 Ford Consul, black, perge feature, name 24 months.

REN & COX, Lid. 928, Migh Rd., Finchley, S. 12 CH, Billish 0506/0355.

£610 — Ford Consul saloon, 1955, black, leather purpose of the condition of the consultation of the condition of the consultation of the c

1953 Ford Consul, leather, heater, small mileage; & 595; 5 months' guarantee; terms and ex-

hanges.

ACK WILLIAMS MOTORS, Ltd. 169, Priory Rd.,
Hornsey, Mountview S228 and 5774. [C 4054
HILLWOOD MOTORS.—Ford Consul, 1954, on 14 owner, low mileage, hester, leather upholstery, black, as new 3645.—Motor and 1954. [C 4054
HILLWOOD MOTORS.—Ford Consul, 1954, on 1955, on 1955,

ARA. East Finchley, N.2. Pinchley 0032-53-54.

1953 covers, radio, heather unbelsitery with Couge of the Court of the Cour

FORD CONSUL

FORD CONSUL

1954 Ford Consul saloon, black/red leather, bester, 1954 ford Consul saloon, black/red leather, bester, 1954 ford Consul saloon, black/red leather, bester, 1955 ford Consul, black with red seather, neaser, 1955 ford Consul, black, 1955 ford Consul, black, 1955 ford Consul, black, 1955 ford Consul, order washers, undersealed laxed; £615.—Gordon Wooderson, 48a, Drewstead Rd., 1955 ford Consul, order washers, undersealed laxed; £615.—Gordon Wooderson, 48a, Drewstead Rd., 1955 ford Consul, 1955 fitted beater and radio, one owner, in beautiful condition throughout, taxed; £655 cash or beautiful condition throughout, taxed; £655 cash or beautiful condition throughout, taxed; £655 cash or beautiful condition throughout, taxed; £555 cash or beautiful condition; choice of 40 consults terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Bampstead 6041.

Ford Consul Care Wanted

D M DAGENHAM MOTORS, Ltd., wish to purchase Ford Consul cars.—Used Car Department, Hyde Park [W1066]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. H. prices for Ford Consul.—Hampstead (Tube), N.W.3. A Lakoust new Consul required immediately.—54. A "reatham Bill S W 2. Tulse Bill 2576 (W 5016 FORD Consul buyers.—Récourists (London), Ltd., Tuder 2501-2; FORD CUSTOMS

1951 Ford Customa, in gold, fitted with every extra: 1275.—Conway Motors (Eove), Ltd., 107, Kings Rd., Chelses. Fisxman 7658 and Hove 35939.

FORD ZEPHYR

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel, Hillside

1952 Zephyr Six saloon, Dorchester grey, red tion; £555.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279,
Ballards Lane, N. Finchley, N.12. Tel. Hillside
(C3042) BENTALLS, 144.

1953 Ford Zephyr, leather, heater; £610.—Kings-Car Mart, Ltd. (C1095

1953 Ford Zephyr saloon, heater, black with red SEZ, Streatham High Rd., S.W.16. Streatham 064.

1953 Ford Zephyr saloon, grey one owner; £595. NEWNHAM House 235-7-9. Hammersmith Rd., London. W.6. Riverside 4646. [C3024]

1954 (Oct., 1953) § Star Ford Zephyr 4-door de leather, for lamp, heater, Ace Rimbellishers, low mileage, exceptional condition; & & October Condition; & & Octo

1953 Ford Zephyr saloon, excellent condition:
Kingston-ou-Thames, Kingston 348, London Rd.,
GLANFIELD LAWRENCE offer:—

(C1081

GLART MAN AND THE STATE OF THE DETER BANTOCK CAR SALES offer:-

1954 Ford Zephyr, black, red leather, fitted with Rd., Chiewick 275, 5870.

HOLLAND PARK AUTOMOBILES offer:

(C1014

1953 Esphyr, 24,000 miles, grey, red leather, radio, heater, one owner, immaculate; £615.

—142, Holland Park Ave, W.11. Park 2626. (C2005)

DENHAMS GARAGE (ESHER), Ltd., offer:

FORD Zephyr ealon, immaculate condition through-out, black red leather, heater, radio, July, 53; £615.—High St. Esher, Surrey, Tel. 3560. [C1100 AUTOMOBILE & AIRCRAFT SERVICES, Ltd.,

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., 1953 Pord Sephyr, green, leather, heater, etc.; 298, MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (S lines). C1008 C595 fitted mirrors and loose covers—Below. C595 fitted mirrors and loose covers—Below

ALLAN TAYLOR (MOTORS), Ltd., offer Ford Cephyn:—OCTOBER, 1982-53, model. colour green, heater, 19.53, treen, heater, 15.000 miles; £615.

EPTEMBER, 1953, black, heater, 15,000 miles; £635. 1954. green, heater, 10,000 miles; £675.

1954. rreen, heater, 10,000 mines, 2013.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4455
15 lines). Tel. Vandyke 4455
15 lines). Sephyr black saloon, leather, radio, good 1953 Zephyr saloon. Dorchester grey, leather, valound car, 8605, written guarantee, exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., Ford Agents, 397-401. High Land, East Finchiey, N.2. Planchey 0032, 53-54 any time.

1952 Zephyr, heater, radio, green; £550.—Charing Cross Garages, Ltd., 36, Villiers St., W.C.2.

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MOSS & LAWSON, Ltd., 1076-1086, London Rd., M Thornton Heath, Surrey. Tel, Pollards 1122. 1953 (May) Ford Zephyr de luxe, black, 16,000 —Lowan, 7, Moorside Rd., Salford, 7. Tel, Broughton

1959. 1954 Ford Zephyr saloon, leather upholster absolutely perfect condition throughout; £650.—Per. 7366 (away week-1952 Pord Zephyr salcon, in green, fitted perfect throughout; £550.—Conway (Hove), Ltd., 107, Kings Rd., Cheisea. Flaxm and Hove 35353. fitted her

John Borreet, throughous, ESSU. - Conway Motions and Blove Septiny, saloon, recon, engine one year, radio, beater, green, well maintained; £495.—Richards & Carr, 11d. 55, Kinnerton St., S.W., Stone 5426.

1951 April 1952 condition; £595.—27. Pembridge Villas, W.11. Bay. 6523.

JACK ROSE, Ltd., offer 1954 (October) Zephyr convertible, leather, heater, many extras, cost nearly 21,000, speedometer reading 4.000 miles; £895.—Scafford Rd., wallington, Surrey. Wallington 6677/Eurnh

ELOOS, specionicier reading 4.000 miles; £865.—Sanford Rd., Wallington, Surrey. Wallington 6677/Eurgh Healt 2376.

1954 inside Ford Zephyr salono, black with 6050 miles for surrey. Wallington 6677/Eurgh 1954 inside Ford Zephyr salon, black yer, attractive and umarked car; £825 cash or h.p.—Coles Garages, Ltd., 42, Worple Rd. Sw.19. Winhielden 0195.

1951 DRIDE & CLARKE, Ltd., 1954 Ford Zephyr salon, blue/grey, 12,000 miles, heater, one owner, £639.

1952 Model Ford, low milesage, heater, radio, choice of the collection of the co

Finchley Rd., Golders Green, N.W.II. Speedwell 5652, 25 Peptyr, one owner, works maintained, perfect condition throughout, loss stationed covers, leather upholistery a new, maint, heater, spectery, owner now has 1955; inspection will convince; £575. Parkhurst, North Ealing Garage. Tel. Per. 19785

Ford Zephyr Gars Wanted

Magenham Motors, Ltd., wish to purchase Ford 4070. LLV gentre cars.—Used Car Department. Hyde Park Garages, Ltd., good Zephyr water.—Higham (W1066 Garages, Ltd., Beverley Rd., E.4. Larkswood 7508. LLMOST new Zephyr required immediately.—54. A Streatham Hill. S.W.2. Tulse Hill 2676. (W3016 OWLAND SMITHS, the Car Buyers.—Highest cash Government of the Company of the

H. BEART & Co., Ltd., oder:-

1954 Ford Zodiac saloon, one owner, low m F785.—102, London Rd., Kingston-on-Thames, 100 3348.

FORD ZODIAC

V. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 1953 Zephyr Zodiac, saloon, grey/green con tion, one owner, mileage 14,300, immac

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Bellards Lane, N. Finchley, N.12. Tel. Hillside [C5042] BENTALLS, Ltd.

1954 Ford Zodiac, grey with blue, 6,000 miles; F785.—Kingston-on-Thames, Kingston 1001. HOLLAND PARK AUTOMOBILES offer:

HOLLAND PARK AUTOMOBILES offer:—

1954 Zodiac, 19,000 miles, cream and green, fitted venderful condition; £795.—142, £foliand Park Ave, wonderful condition; £795.—142, £foliand Park Ave, Wills, Park 2626.

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welsyn 481.2-5, offer:—grey and fawn, 6,000 miles only, one owner, condition as new throughout; £795.—101.

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Cloud, Cland & Tabor, Ltd., Welsyn 481.2-5, offer:—grey fawn, 6,000 miles only, and the state of the condition o

WHY second-hand? New Zodiacs from stock.—
Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5.
[838]

Sharwood Motors, Ltd., 33, Uxbridge Rd., W.S. Saling 1475.

2aling 1475.

1954 Zodiac, grey/green, low mileage, one owner, grey/blue, radio, 12,000 miles, one owner, 255, another, grey/blue, radio, 12,000 miles, one owner, 255, another, provided to the control of the control

FORD (V.8)

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside

ASSIGNATION ASSIGNATION OF THE PROPERTY OF THE PROPERTY OF THE STATE O

DICKS. 1949 Ford Pilot saloon, leather upholstery, fitted radio and heater, excellent tyres; £325. Licks CAR SALES, Ltd., 355-4-1, High Rd., Kilburn, Maida Vale 8888-9. [Cl072 UY SALMON AUTOMOBILES offer:—

GUY SALMON AUTOMOBILISS offer:

Pord Pilot saloon, green, radio and heater,
Portsmouth Rd, Thames Ditton. Emberrook 5551.2-5.

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car
Sales Division, offer.

1949 Ford V& Pilot 2-50.—35. High Rd., Wembley,
Sales Division, offer.

1949 Ford V& Pilot 2-50.—35. High Rd., Wembley,
Sales Division, offer.

1949 Ford V& Pilot 2-50.—35. High Rd., Wembley,
Sales Division, offer.

1949 Ford V& Pilot 2-50.

1940 Ford V& Pilot 2-5

Hampstead 3430. 2500. extras. Immaculate throughout: 1950 E379.—Jack Posner (Auton). 395. Hendon Way. N.W. 200. 1950. Hendon 1950. Hend

E195 "Il—Marnificent Ford V.8 drop lead 19738 on dited meny extras beautiful and spoises condition, telecontrol shook absorbers, heater, etc., etc., 5 months' guarantee; hire purchase, exchanges.

AMBS OF WOOD GREEN.—Pinchley Showrooms: (East Finchley Therapround.)

CAMDEN MOTORS offer a choice of 5 Ford saloons, 1950-1951, all carefully selected low-

1951 Ford V.8 Pilot, radio, heater, new engine, covner, exceptionally good condition through the too deposit, balance 24 months.—Beardmore. Queensway, W.2. Bayswater 0138

FORD (V.8)

E145 iii To clear part exchange: 1859 22hp 4-doc aaloon all sound condition. A.Z. Motor.

100. Palmerston R.A. (2001)
105 i Ford Pilot, black, brown leather, heater condition: £290.—14. Church Ave., Ruislip. Tel. 2621
205ms.—Ford V.B. Pilot, late 1949 saloon, leather radio, heater, passlight; terms; exchanges list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead Other Conditions of the Condition of the Con

FORD Pilot brake, 1950/2-9, Tancred Rd., Wall-lasey, Checkard, 1950/2-9, Tancred Rd., Wall-lasey, Checkard, St., the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N. W.3. Ham, 6041.

AMERICAN FORD
SIMPSON'S MOTORS (WEMBLEY), Ltd., American Cars." ON all matters of sales, spare parts, repairs and service, consult us the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506/9.

Tel. Eating 4506,9.

1954 (Invernier) Ford Country Squire 9-seater 9-seater station waggon, 4,000 miles, as new, radio, heater, overdrive.—Joe Thompson (Motors), Ltd., §1-95, Fulham Rd., South Kensington, 8.W.5. Kensington 4858.

simpton 4858. [C40026 £550 — radio and heater; another special 4-door de luxe saloon, many extras including radio, heater and over drive (dual ratio transmission, rist-class, one owner car, offered at 6655; terms, exchanges.—D. F. stead, Lodon, N.W.-6. Hampstead 6866. [C40026]

SIMPSON MOTORS (WEMBLEY), Ltd., the American Ford buyers, Wembley 8691/3603. [W4015/R

CANADIAN FORD
CANADIAN Ford V.8 brake, maple body, nice looker
and reliable; £100; also 30cwt V.8 spares; offers.—
W. Emsley, 55, Manchester Rd., Deepoar, Nr. Sheffield.

UTILITY—FORD OR OTHER BODIES

295sns.—Ford 8 1955 utility, removable rear set
amail milesase, excellent condition; terms, exchange
list; open 9-7 week-days and Saturdays.—Rowis
Smith, Hampetead (Hampetead Tube), Hampetead to

FORD MISCELLANEOUS CHARLES FOLLETT, Ltd., offer:

1954 (July) Ford Zodiac, green/grey, speedo read-guarantee: £775. Ford Popular, grey, one owner, 5,000 1954 (Nov.) Ford Popular, grey, one owner, 5,000 miles, Underseal and blinkers; £415; h.p.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

Ford Misselfaneous Cara Wanted

ROWLAND SMITH'S, the Car Buyers Highest Cash prices for Ford.—Hampstead (Tube), N.W.5. Ham. (4018/R

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]
Ford Spares and Service
NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service, NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (0228)

LLAN TAYLOR (MOTORS), Ltd. HIGH St., Wandsworth, S.W.16.

MAIN Ford dealers.

ARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines).

PRANK G. GATES, Ltd., High Rd., Woodford Green Citel. Wanstead 2255) main Ford dealers, service and all spares.

WE have one of the biggest stocks of Enfo spares in the country from model A, V.S., W.D. types and tractor to the current models, Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 of lines), Also 66, High St., East Ham, E.S. Grangewood 1368.

Grangewood 1756. [0786/R]

ROWLAND SMITH'S. the Car Buyers,—Highest cash prices for Frazer Nash.—Hampetaed (Tube). N. W. S. Ham. 6041. FRAZER NASH-B.M.W. [W4016/R]

FRAZER NASH-B.M.W. Type 526 1936 saloon, almost immaculate; price £270.—Checkenton 248, means. Reading.

mmsculate: price 2270.—Checkenton 248, meadins.

1938 Type 520 2-litre naioon; 2225.—A.F.M., Ldd., 1938 Type 520 2-litre naioon; 2225.—A.F.M., Ldd., 1949.

Middlesex. Hounslow 0011.

24245.—Type 526 4-door naioon, hydraulic brakes. Carr. Ldd., 55, Kinnerton 35, easyle-Richards & Carr. Ldd., 55, Kinnerton 35, easyle-Richards & Carr. Ldd., 55, Kinnerton 35, easyle-Richards & Carr. 145gas.—Frazer Nasl-B.M.W. 1937 type 526 sallogn.
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ROWLAND SMITH'S ... M. W. Gary Wanted
ROWLAND SMITH'S ... M. W. Hompstead (Tube),
N. W. 3. Harr 6041.
HEALEY
L. F. WARD, Ltd.

1948 Healey Elliott saloon, excellent condition.
L. F. WARD, Ltd., Grange R4, Garage, Grange Rd.,
Thornton Heath. Tel. 3347. [C3048]

BRADSTOCK MOTORS LIN 1953 Healey convertible, 5-litre Alvia engine, leather, one owner, low mileage, exceptional condition, 2695.—Chase Rd., Epson 5596-7 (C1090 CHIPSTEAD MCTORS, Ltd., ofter:—

CHIPPTEAD MOTORS, Ltd., ofter:—
F-TYPE (May) 1955 Tickford, one owner, radio, heater, pass lamps, tallored covers, works maintained, specimen.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensatob, Loudon, S. W. S., Flaxman 0052/7235/7154.
Welwyn 481-2-5, ofter.—
1951 Healey Tickford saloon, finished black, beiter beater, beater, excellent condition throughout; £695; maximum hire purchase terms available.
ROOKLANDS.—New Healey 4-seater saloons by Tickford; shop soiled, special price.
1952 Healey Abbott coupe, ex. condition.
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1953—registered Healey saloon, low mileage; £225—355, High Rd., Wembley, Middlesex, Tel., Wembley 4422 and 4425.
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Tel. 2219.

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BARTLETT will pay more for good Healeys, all models.—811 pay more for good Healeys, all models.—81, Pembridge Villas, W.11. Baye, 0523.

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W. HAROLD PERRY, Ltd., Ford Main Dealers. 27' Ballards Lane, N. Finchley, N.12. Tel. Hillside

4444, Office and Ark VI saloon, blue with red
1953 upholstery bester, one owner, low mileage.
Excellent condition; £59, Ltd., Pord Main Dealers, 279,
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1952 (July) coupe, receilulosed; £495.
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3500 miles only Galifornian Hardion, many
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1954 Histman Minz, one owner, perfect condition, Lane, Acton W.3. Actorn 5064. ARWICK WRIGHT, Ltd., offer:—

miles: £685.

1954 Hillman Minx Mark VII saloon, black with 1954 red leather, n'ted heater, 8,000 miles; £685. 1953 With red leather, 10,000 miles; £685. Was with red leather, 10,000 miles; £625. Was With red leather, 10,000 miles; £625. Was With Vas With T. Ltd., 150, New Bond St., woods Mayfair 9761. (C4048 1954 (July) Hillman estate car, grey, red up-bolstery, one owner, 8,700 miles, perfect.

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1955 Hillman Mins de luxe saloon, grey, 500 miles; St. Park Lane, London, W. I. Gross, 4772,5. DENHAMS OARAGE (ESHER), Ltd., offer:-

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1951 taxed and fitted heater; 2555 condition, one owner convertible, beautiful, choice two—Below, and tained, magnificent chassis.—Below, and tained, magnificent chassis.—Below, 255 til—1939 Hilman 10 saloon, aboutely beautiful tained, magnificent chassis.—Below, 255 til—1939 Hilman 10 de luxe saloon, only two where, carefully used, choice two—Below, 255 til—1939 Hilman 10 de luxe saloon, only two where, taxefully used, choice two—Below, 255 til—1939 Hilman 10 de luxe saloon, only two where taxefully used choice two—Below, 255 til—1939 Hilman 10 de luxe saloon, only two where taxefully used choice two—Below, 255 til—1939 Hilman 10 de luxe saloon, only two where taxefully used choice two—Below, 255 til—1939 Hilman 10 de luxe saloon, only two where taxefully used choice two—Below, 255 til—1939 Hilman 10 taloon, properties the taxefully ta

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1947 saloon: £520, guaranteed; payments. 1953 Hillman, blue, seat covers, link mats, heater, linkmurlabe condition; £595. HAMILTON MOTORS (LONDON), Ltd., 466-490, LEdgware Rd., London, W.2. Paddington 0022 (12 lines), ... (2032 405 gms.—Hillman Minx, 1951 Phase IV.

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10000 miles only; late 1955 Hillman saloon, b
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10010 miles only; late 1951 Hillman sink; late 1951 (1950)
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10010 miles only; late 1951 miles only; late 1951 miles 1951 miles only; late 1951 mile

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HILLMAN 10

MINX convertible, 1952 model, grey, heater, one ment week-ends.—Shurlock Row 227 (hear Reading).

1946 recellulosed grey, taxed year, one owner; 225.—10, Batterses Rise, E. W.I.I. Batterses G349.

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RONARD WILLIAMS (DIBIRIBUTORS), Low1954 (December) Hilman Husky, in blue with red
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1943 (registered) Hotchkiss 18hp saloon, good con-dition, fast and reliable; £195 o.n.o.—Box 1939 10hp Hotchkiss drop head, excellent condition throughout, finished metallic grey: £250.

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1953 Humber Hawk saloon grey with real leather
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1952 Humber Super Snipe, black and beige, fitted heater, loose covers, 29,000 miles, one owner; £575. L. F. WARD, Ltd., Grange Rd., Garage, Grange Rd., Thornton Heath. Tel. 5347. [C4043] TOM GARNER, Ltd., offer:—

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similar mileage. 1954 Humber Hawk Mark V saloon, golden sand with red leather, fitted heater, 11,000 miles; 1953 (October) Humber Hawk Mark V saloon, grey with red leather, fitted heater, 8,000 miles;

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1953 (June) Humber Buper Snipe saloon, black with red upholstery, one owner, 23,000 miles, ritted radio, but the saloon black store and one owner, 24,000 miles, ritted radio, but the saloon, black store, and other extras, 29,000 miles and one owner; 2755, miles, one owner, radio and heater loose over and other extras, 29,000 miles and one owner; 2755, miles, one owner, radio and heater; 2635, mere owner, radio and heater; 2635, and in the saloon, black, 22,000 miles, one owner, radio and heater; 2635, miles, one owner, radio and heater; 2635, and in the saloon, black, 2500 miles, one owner, radio and heater; 2635, and in the saloon, black and saloon, black and saloon saloon, black and saloon saloon, black and saloon black and s

ONE Humber for the critical buyer! 5.000 miles only, 1954 Hawk, black, red leather, extras, etc., as brand new; £250 and conclude.—36, Watford Way, Cherdon Central, N.W.4. Tel, Hendon 2146. (C4007 HOLLAND PARK AUTOMOBILES offer:—

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UMBER Super Snipe saloon, May, '53, exceptional condition, one owner, low mileage, fitted radio d heater; £635.—High St., Esher, Surrey. Tel. 3560. H. A. SAUNDERS, Ltd., Golders Green offer:

1940 model Humber 16 sunshine saloon, maroon, red hide, beautifully maintained, highly resommended; £150.

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1952 Humber Hawk saloon radio neater, low mise-age, exceptional condition, £625.
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Wastord Way, Hendon Central, N. W.4. Tel, Hendon D. 3. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

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1954 Humber Hawk Mark V saloon in black, this tovered 9.500 miles and is in immacuiate condition throughout, a proposition you cannot afford to ignore

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AUTOMOBILE & AIRCRAFT SERVICES, Ltd..

NOVEMBER, 1955. Humber Hawk, heater, etc., black with brown leather unholatery, superb condition: 4765.

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£545. Camber, this car serviced throughout by cistribut ALSO a Tickford Super Snipe drop head at £595. CAMBEN MOTORS, Leighton B.

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A S Lissousines Specially Selected Pullmans and Imperials, with Guarannee Certificate. DULMAN Limousine, 1984, mitred edge, partition, representation, property of the property of the

IMOUSINES, 1952, Mark III, heater, radio, leather, meticulously maintained, low milease, immaculate.

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38341. (Sept.) Humber Super Super, black, red 1952 (Sept.) Humber Super Super, black, red 1952 (Sept.) Humber Super Super, black, red 1950 (Sept.) Humber Hawk, black, excellent one owner, super, black, red 1950 (Sept.) Humber Hawk, black, excellent one owner, super, black offer (Sept.) Humber Hawk, black, excellent one owner, super, black offer (Sept.) Humber Hawk, black, excellent one owner, super, black offer (Sept.) Hawk (October, 1953) one owner, heater, etc., sum Hawk (October, 1953) one owner, heater, etc., sum Hawk (Sept.) Hawk sun saloon, l.h.d., really super, hester, reg. Sys.—Jennes Bros., Sutton Coldfeld. (1953) Humber Human, black offer, super, hester, red. June, 1952; £475; enchange any make outpe,—45. Shirchall Park, N.W. 4. Hendon 1648; 347, total 1954; humber Human, black offer, super, s

1952 (August) Hawk Mark IV, one owner, heater excellent tyres, first-class condition; £545... Richards & Carr. Ltd., 35, Kinnerton St., 8.W.1 Richards & Carr. Ltd., 53, s. s. s. (C5)48.

1950 Humber Super Snipe, black alson with electrons of the Communication of the Communicat

(London), I.d., 17, Bruton Pisco, London, W.-C. Chemoty and Son May 18-15 Sept. Company of the C

abroad: £625 --10, Dorset Rd., S.W.19. Tel. Liberty 147

1952 Humber Super Snipe, radio and heater, A.O. miles: £785.-British & Colonial Motors, Ltd., 13-14. Upper St. Martin's Lane, London, W.C.2 (adl., Lelecster Souare Tube Station). Temple Bar 5368.

1953 (June) Mark V Humber Have and the station of th

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ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Groavenor 2287.) Devonshirk House, Piccadilly, W.1. (Grosvenor HENLY House, 365, Euston Rd., N.W.1. (Euston DEPOTS at:—

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Olate) Mark V 3½-litre saloon, in beautiful by two elderly owners, geruine milesge: recently passed with pigakin upholstery, very fluir continuous proposition of the proposition of the continuous passed with pigakin upholstery, very fluir continuous passed proposition of the continuous passed pa

A1 at Browns

1953 (Nov.) Jaguar Mk. VII saloon, fawn, H.M.V. W. J. BROWN, Ltd., 539, Finchley Rd., N.W.J. Ham. BENTALLS, Ltd.

1952 Jagust AFR. VII. grey with red uphoistery, one owner: 4915.—Kingston-on-Thames. Kingston (Closs SLOCOMBES, Ltd.

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1954 kR12G hard top, white, in first-class order tained to the service of the

1952 Jaguar Mg. VII saloon, black, radio, one Place, Berkeley Square, W.1. Mayfair 0821-2, [C3040 COACHCRAF1 offer:

£500 o.n.o.—1950 (Feb.) Mark V 3½ saloon, one local owner, oil consumption negligible, black with tan upholstery, all good tyres, chrome and cellulose good. by rust or corrosion, compare the value, 5 months' mechanical guarantee; terms to suit and exchanges.—O acoutait, Elm Rd. Evesham, Tel. 6639.—TUMORTE MOTORS, Ltd.

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1950 Mark V Jacus, saloon black, very clean con-1950 dition throughout: 6875 METCALFE & MUNDY Ltd. 280, Old Brompton Rd., EVANS & O'MALLEY Offer:— (C3064

1954 Jaguar mark VII. lack -ith red upholstery, radio, as new throughout 1 295ms - Lowndes Square, Knightsbridge, B.W.I. Sloane 1355, 1708.

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1954 Mark VII, black, red hide, one owner, fitted etc., a really outstanding example; 21,225.
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1954 Mark VII, black and silver with red hide, an ewner; 21,343; which is a silver with red hide, and 1953 Mark VII, groy, grey hide, one owner, important of the silver with the silver wither with the silver with the silver with the silver with the silve

model: £685.

ALt the above cars have been carefully vetted in our common workshops and are above average in condition.

4-6-8, Bishopsbridge Rd., W.2 Ambassador 1061.

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1954 Jaguar 3½-litre Mk VII mloon, black, radio, 500 miles only; £1,355.
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THE following cars are offered subject to being un-ACUAR 1955, registered 1954, M-type asloon, dove grey, 2,060 miles.
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JAGUAR 1954 XK120 drop head, many modifications, battleship grey with red, genuine 1,800 miles only, JAGUAR 1988 drop head, black with beize leather, reconditioned engine, in excellent condition, with DETAILS of the unique Swain Group guarantee supplied on request the Swain Group members of the Swain Group.

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1954 Jaguar Mark VII saloon, overdrive, 4,000m.
BUy or sell with confidence, cars purchased for cash.
103. New Hond St., London, W.J. Mayfair 8551.
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954 (Sept.) Jaguar Mark VII. in grey, with over-drive, one owner, 7,900 miles only; £1,350. EONARD WILLIAMS & Co. Ltd., Packard Milliams, Ot. West Rd., Brentford, Mddx. Saline BERT MASON SPORTS CARS, Ltd., offer:-

\$\frac{165}{200}\$ = Jaguar 2½ saloon 1987, quite incredibly ally unmarked, virtually immaculate pigskin inferior, faultless mechanical order, many extras, 85mph, 25mps; and the price is, repeat, £165.
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DENHAMS GARAGE (RSHER), Ltd., offer:-

JAGUAR Mark VII saloos, April '52, immaculate throughout, radio and heater, loose covers; £895, —High St., Kehler, Surrey, 'fel 350, COMBS & SORS (GUILDFORD), Ltd., offer:—

1952 -55 Jaguar Mark VII salcon, colour grey with COOMES & SONS (GUILDPORD), Ltd., St. Catherine's, Portsmouth Rd., Guildiord, Surry, Tel. Guildiord (2307, COOMES & SONS (GUILDPORD), Ltd., offer:

Jaguar Mark VII saloon British racing, grand tan; £1,000.

Jaguar Mark VII saloon, colour black with Aguar Mark VII saloon, colour black with colour black with the saloon of the saloon

CHOICE of two 1953 Mark VII Jaguar saloons, black with brown interior, excellent condition throughout, from 21,150.—D J. Shenberd & Co. (Enfield). Ltd., 486 Heritoris Rd. Enfelds. Howard 1631 (C4009 1042) model Jaguar Mark VII, cutstanding conditions of the condition of the condition. Salone Section 18, 1841 (C4016) and the condition of the con

BAWNS BRISTOL, Ltd., 170-S. Coronation Rd. Tel.

JAGUAR
CHIPSTEAD MOTORS, Ltd. (Official Jaguar Dealers), XK120 1951, blue, red leather, radio, heater, XK120 1952, modified, engine overhaulted, new XK120 1952, modified, engine overhaulted, new XK120 hood, etc., immaculate throughout; 2855. LHD Mark VII, July, 1951, indistinguishable from new, extras, one owner, genuine bargain;

Mark VII, July, 1951, indistinguishable from new, extras, one owner, genuine bargain. Lond.

Carpe. 1953, low mileage, indistinguishable from new. 1953, low mileage, indistinguishable from new. 1954, low mileage, indistinguishable from new. 1954, low mileage, indistinguishable from the control of the cont

BEARTS OF KINGSTON, Jaguar specialists, saise spares, repair —102. London Rd Kingston, Tel-1001/R Kin 7344 1952 (late) Jaguai Mark VII, radio, heater, full 1952 history since new available.—Tel, after 7 p.m. 9618

Ripoleway 0157.

1953 Rubbassaled, one owner since new supplied and maintained by us, most carefully used; 21,045.

KJ MOTORS, Ltd., Bromley. Rav. 3456.

KJ MOTORS, Ltd., Bromley, Rav. 3456.

Late 155 ('54 series) Jaguar XK120 drop pseudocoupe, ivory with red uphoistery, small mibese, per coupe, ivory with red uphoistery, small mibese, and the coupe, ivory with red uphoistery, small mibese, and the coupe, in the coupe,

LAMBS OF WOOD GREEN for Jaguars. Load largest stockists of used Jaguars, over 20 in stockery one beautiful, hand picked and overhauled. £935 111 1952-3 Jaguar Mark VIII de luxe saloon, magnificent specimen, the finest we have

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£666 11 1951 Jaguar Mark V de luxe saloon beautiful condition, 2 colours; bargain price

1940 seers many modifications, very attractive immediate condition, any trial £489, terms.—Markeys, 55, Stockwell Rd, S.W.9. Brixton 655, 1951 two owners, m-derate mileage, immaculate £895.—Silverthorne Motors, Ltd. 11. Pitzroy Square W.I. Ruston 7611 1954 Jaguar Mark V saloon, 11. Pitzroy Square W.I. Ruston 7611 1954 Jaguar XXI20 drop head coupe, 9,000 miles, excellent condition throughout, £7,255.—Silverthorne Motors, Ltd. 12. Pitzroy Square W.I. Ruston 7611 3,5 Sloane 6t., 5.W.I. 761.

2557, 5670. [C300]
£345 |-1947 (July) Jaguar 2½-litre sports saloon beater etc., most attractively finished suede green local states and several extractive finished suede green local states. Consider the control of t

JAGUAR

1953 model Jaguar Mark VII, radio, heater, imaculiate: £915.—Kirkdale Cars, Cobbs Corner, Sydenham S.E.28 Sydenham S129. [C2068 1953 miles, works maintained, berfect condition, £1.20 miles, works maintained, berfect condition, £1.20 miles, works maintained, berfect condition, £1.20 miles, morks maintained, berfect condition, £1.20 miles original former, £1.20 miles original former, £1.20 miles original former, £1.20 miles, £1.20 miles original former, £1.20 miles original former, £1.20 miles original former, £1.20 miles, £1.2

3651-2. [C400]
1245 gns.—Jaguar 1954, XK120 drop head coup
8,800 miles, unblemished and in virtually new condition, cost £1,650; terms, exchanges.—Rowland Smith

1243 black, brown leather, heater, one owner, 5,000 miles, unblemished and in virtually new condition, cost £1,650; terms, exchanges.—Rowland Smith, below.

425 black, sliding head, red leather, heater, reconditioned engine, excellent cordition; terms, exchanges.—Rowland Smith, below.

165 gra.—Jaguar, 1952 2½-litre drop head coupe.—Rowland Smith, below.

165 gra.—Jaguar, 1952 2½-litre drop head coupe.—Rowland Smith, below.

165 gra.—Jaguar, 1952 2½-litre drop head coupe.—Rowland Smith, leather, excellent cordition, choice of eight Jaguar, learning Jaguar, stems, and systems, and systems, and systems, and systems, and systems, and systems, and performance; £955 or near core.—Parkinson, Manor House, Houghton Gays.—Rowland Smith, languar special equipment saloon, written guarantee; this car is in almost new condition.—Broadway Motors, Hanworth Rd., and 67, High St. Hounelow, Midóx.—Hou, 575 lack, red leather, winders, and systems, and systems

Malvern Tol 300

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Januar 315-litre, a lovely one owner example 215-litre saloon, another beautiful clean car. 248

Written guarantee, terms and exchanges—London Cars 528-6. Greenford Rd. Greenford, London Waxlov 528-6. White company of the company

Tel. 20291. (June) Jaguar Mark VII saloon, colour suspension modified to 1985 M type, tubeless tyres, wink-exchange considered.—Ashdene Car Balcs, Hurst Green, Sussex, 584.

exchange considered.—Ashdene Car Gales, Hurst Green, Sussex, 34e.

1948 Januar 35-litre drop head foursome couper. The couper of the control of the couper o

Tel. 599. 11949 Jaguar 314 de luxe saloon, Herbury-£495!!!—1949 Jaguar 314 de luxe saloon, His-been wrapped in cotton wool bodywork obviously maintained as good as new, specioneter records 19,000 as not find sanother like it; 5 months' guarantee you purchase exchanges. I AMBS OF WOOD GREEN, Pinchley Showrooms, 421-425, Righ Rd, Finchley, N.12 (East Finchley Underground). Finchley 6221.

Underground). Finchley 6221.

1951 KK120 this car was overhauled by Jaguars
green, 8 to 1 pis'on- vire wheels etc., 16,00 miles
since, fitted luggage grid spot and fog light, radiator
blind, windscreen washers: two pare wheels, never
raced; excellent condition: £750.—Barraclough. Little
Ballingbury Park, Bishop's Stortford. Battfeld Heath

1955 Mark VII overdrive Jaguar (September)

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windscreen washers, beater, 4,000 miles, immaculate
condition, one hatifidux owner, taxed for year, R.A.C.
Inspection welcomed, 2,622,—first of year, R.A.C.
Inspection welcomed, 2,622,—first of year, R.A.C.
1948 Jaguar 34-litre sportaman's sat, finished
ing unit, cellulose, chrome, upholstery and carpt's in
wonderful condition, 40,000 miles only from new, engine resource and dark of the condition, 40,000 miles only from new, engine resource and dark of the condition, 40,000 miles only from new, engine resource and dark of the condition, 40,000 miles only from new, engine resource and dark of the condition, 40,000 miles only from new, engine resource and dark of the condition of the condition, 40,000 miles only from new, engine resource and condition of the condit

Jacuar Cars Wanted R OWLAND SMITH'S, the Car Buvers. Highest cash prices for Jaguar.—Hampstead (Tube). N.W.J. (W4018/R prices for Jaguar.—Hampstead (Tu Ham. 6041. COOMBS & SONE (GUILDPORD), Ltd

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BARTLETT will pay more for good Jaguars.—271,
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QUICK completion of repairs.
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Bradsnawgate, Boiton (4080) and 176. Deansgate, Manchester (Deansgate 4507E-P)

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Stopper of the spare of the spare of the spares.—Davies of the spares.

BEEPS, private or commercial: all spares.—P.W.D.

Motors (late Wick Autos). 15, 85 John's Rd., Brampton Wick Kingston 47]P 2242. B. John's Rd., Brampton Wick Kingston 47]P 2242. B. John's Rd., Brampton Wick Kingston 47]P 2242. B. John's Rd., Brampton Wick Kingston 47]P 2848. Belsite Lane, R.W. 3 moster's comprehensive full guarantee equivalent to a msker's) cwn vehicle taken part exchange: h.p. terms available.—Mansell & Fisher (see Jeep Spares, below).

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PEBULIT. Jeeps (full guarantee equivalent to B. Remulit. Jeeps (full guarantee equivalent to B. Remunit. Jeeps (full guarantee equivalent to Grand Fall Jeeps (full guarantee equivalent to Grand Guarantee equivalent to Guarantee equivalent to Grand Guarantee equivalent to Guarantee equivalent t

1919/6850. Joseps Wanted (C0555/R
JEEP required, good order, fair price.—81. Alresford
Rd., Winchester. Tel. 4965.
ROWLAND SMITTH'S, the Car Buyers.—Righest cash
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1953 Jupiter Mark I full series III, tvory with red to mileage only 10,000, virtually as new, low mileage Jupiter such as this is now very rare and this is the first one we have been able to offer for a long time; price 26th, de luxe (first registered 1953 November, 1952), series III, grey with red hide; £545.

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TWELVE other Javelins from which to choose, from Just over £400 upwards.

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1950 Jowett Javelin saloon de luxe, fitted radio Dicks Car Salles, Ltd., 585/401, High Rd., Kilburn, Maida Vale 6888-9. [Cl072]

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1953 Jazelin de luxe mloons, low mileage, urgently required, salcon fawn, beine upholstery, recent factory replacement engine, one owner, fitted screen washers; 2445.

24hr. service; we never close (open throughout the week-end).

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AUSTIN House 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). C60004 Richards & CARR. Ltd., are always best value.

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1949 Javelin, black, heater, hardened and balanced know; £415.
35. Kinnerton St. London, S.W.I. Tel. Sloane 5424.

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1952 Jowett Javelin de luze, heater, vedlo, one
GORDON OAFS (LONDON), Ltd., Russell Parade,
GORDON OAFS (LONDON), Ltd., Russell Parade,
Golders Green kd., N.W.II. Spectwell 9761.
Slaten Division. offer; 27,000 miles, colour beige.

1953 heater, defron, 27,000 miles, colour beige.

555, High Rd., Wembley, Middx. Tel. Wembley 4422.

1954 High Rd., Wembley, Middx. Tel. Wembley 4422.

and 4025. std., Wembley, Middx. Tel. Wembley 4422.

1949 model Javelin, black with red leather, heater, 1951-2 months' Lavilla Collection of the Collection

changes.

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1952 Morrise and Street Saloon 15,000 miles, good condition;

1952 £525.—Smallbone, 24 Rallway Approach,

2591

1952 Jowett saloon, 18,000 miles, good condition:
Worthims 2525.—Smallbone, 24 Railway Approach,
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Hadio, heater, low mileage, one owner, as see:
1852.—Mill Hill (London) 4252.
1954 Javelin saloon, appearance equal to new,
1952 black; 2500.—A. E. Palmer Motors, Ltd., 12,
1954 Javelin saloon, 1950, most 1961.
1954 Javelin saloon, 1950, most 1961.
1955 Javelin de lute saloon, 1950, most 1961.
1957 Javelin de lute saloon, 1950, most 1961.
1957 Javelin de lute saloon, 1950, most 1961.
1958 Javelin de lute saloon, 1951.
1958 Javelin de lute saloon, 1950, most 1961.
1958 Jav

1953 (August) Jupiter, twory with red least condition (or exchange for low mileseg Javelin, £6.15 Whittaker, 9, Tacketts St., Blackburn, Lancs. 7, 5918.

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1953 Jowett Javelin series III de luxe. black. res. 1914.

1954 Jeather, one owner, 14,000 miles, unusually good condition throughout; £625, exchanges, deferred terms.—John S. Truscott. Ltd., 175. Westbourne Grove W. 1952 Leading St. 195

throughout, maintained regardless of cost in first-class condition: £425.

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LATEST 1955. Interceptor saloon and coupe available, demonstration.

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1955 Jensen Heitre 4-door saloon, radio, heater.

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OWLAND SMITH'S, the Car Buyers,—Highest cash prices for Jowett,—Hampstead (Tube). N.W.3. Ham. 6041.

AVELIN and Jupiter wanted.—Richards & Carr. Ltd., 55. Kinnerton St., S.W.1. Sloane 5424.

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SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Bradford. Tel. Idle 341.

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All Jowett models, largest tops ares stock in south.—17. Russell Parads. Golders Green. N.W.11. Specialists. Comprehensive stock of spares. And the specialists of the service and spares and repairs for Jowett Javelins. Distributions MOTOR EXCHANGE offer univailed service. A Motor of the St. St. Comprehensive stock of spares. 1830–1934 models; over 50 years' Jow tt experience.

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LG6 1939-40 drop head coupe, first-class works to history, marcon, beige leather, radio, heater, post-war condition, engine no view first to heater, CHIPSTEAD MOTORS, Ltd., 197, Pulham Rd., Kensington, London, 8. W. 3, Planman 0052/7253/7154.

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MORRIS MINOR

1952 Morris Minor 2-door, twin carbs., special
head fog lamps, etc.: £485.
MINOR sal., Nov., 1952, 50,000 miles, £100 extras
and modifications, high performance, perfect condition: £500.—Pri. 2609.
MINOR November, 1952 2-door saloon, one owner,
radio: nearest £470.—Jenzins, 31, Windsor Cresdon 6008 and 6286.
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radio: nearest £470.—Jenzins, 31, Windsor Cresfor the folial form of the folial form of the folial fo 1953 isunel Mearis Minor 4-door saloon, heater.
Ter. Potters Bar 2040
1954 grey/red, as oranc new: £575.—Bruce France.
8a. Cromwell Mews. South Ren. Flm. 0513. (22014
BROTONS.—1951 4-door saloon, excellent condition, 52.000 miles guaranteed, one owner: part excange, htre purchase: £448.—1a, Lexham Gardens.
W. Fre. 9128.

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1953 Morris Minor 2-door salcons, guarantee 10st5

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1957 Minor Minor Surrey, Epson 5901. [CM087.8]

1958 Jesses, data and demonstrations.—George Spoite (Sporte Cars), Mollington, nr. Chester. Great Molinaton 555.

1958 Minor de luxe convertible, 9,000

1958 Morris Minor traveller's car, de luxe, heater, 1958 Minor 1958 Minor

1.535; taxed—22, Ribchester Rd., Wilpshire, Blackburn.

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1.536; the de under 10,000 miles, Derringston conversion, heater many other extras: £550.—Richards & Carr. Ldd., 55, Kinnerton St., S.W.I. Sloane 5424.

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540... Prichamoreaux, Canterbury. Tel. Littlebourne (9174)

PRIDE & CLARKE, Ltd.—1954 Morris Minor saloon, black red. 11,000 miles, one owner, £539, 1953 black red. 1000 miles, one owner, £539, 1953 black red. 1000 miles, £499, 1953 grey red. grey red. 1000 miles, one owner, £339, 1953 black red. 1000 miles, £499, 1953 convertible, blue red. 1949 maroon beige, £389; 1953 convertible, blue red. covers, £499, 5 months; guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton £251. [C3068]

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PRIVATELY owned Minor.—5, Brac Court, Kineston Hill. Surrey. Tulse Bill 2768.

A LMOST new Minor required immediately.—54.

Stream Hill. Sw.2. Tulse Hill 2676. (W3016 The CAR MART, Ltd., London, wish to purchase Morris Minor care.—520, Euston Rd., N.W.1

Euston 1212.

MORRIS EIGHT

ELM AUTOSALES OFFET:-

1939 Morris 8 series E 4-seater tourer, green and terior, immaculate, new weather squipment, green interior, immaculate, mechanically accellent, 8,265. Elm Auto: ales, 68, Hartfield Rd., Wimbledon, S.W. 13, Cherrywood 1615.

G.A. MOTORS, who deal exclusively in Morris 68, uffer:

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1947 2-door de luxe saloon, excellent condition;
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236 2-door de luxe saloon; choice of 4 from
1938 4-seater tourer; £185.

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EVERY ea: is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and is guaranteed for 3 months; hire purchase and exchess a guaranteed for 3 months; hire purchase and exchess a guaranteed for 3 months; hire purchase and exchess a guaranteed for 3 months; hire purchase and exchess a guaranteed for 3 months; his purchase and exchess a guaranteed for the following the follow

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guaranteed; exchanges, insurance.—Tulse Hill Motors, Ltd. 26, Tulse Hill Brixton S.W.2. Tel. Tulse Hill 7106.

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1939 Morris 10, outstanding order throughout; 1939 Morris 10 solon; 2225. 3 months' guarantee. 1939 Morris 10 solon; 2225. 3 months' guarantee. 1939 Morris 10 solon; 2225. 3 months' guarantee. 1930 Morris 10 solon; 225. 3 months' guarantee. 1930 Morris 10, black, brown leather, replace-solon; 225. 3 months' guarantee. 1930 Morris 10, solon, one owner, condition and morris 10, solon, one owner, condition and one way, R.W.4. Hendon 1932. 4 morris 10 solon, one owner, condition and 1930 Morris 10 solon, one owner, condition and 1930 Morris 10 solon in good condition. 1930 Morris 10 solon in good condition. 1935 Morris 10, Hill 2768. 1920 MORRIS TOUR END

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1953 Morris Oxford de luxe model, black, red
teather interior, heater, etc.; £595.

2295.

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1952 Morris Oxford saloon, grey, excellent con-NEWNHAM House, 255-7-9, Hammersmith Rd. London W6 Riverside 4646. RUSSELL MOTORS offer:—

1953 model (Dec. '52) Morris Oxford, one owner, for lamp, etc. an exceptional car. Control of the control of th

1953 (February) Morris Oxford de luxe saloon.
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1953 Morris Oxford 4-door saloon. one owner. green/green inde. immaculate. very highly recommended; £580.

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2685. 3 Morris Oxford asion, Clarendon gradienter, heater, one owner; 7,000 miles taxed; new throughout; 2615.—Gordon White Ltd., Gerrards Cross 2077.
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Oarages, 124, London Rd., Elingston-on-Tkingston 1185.
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MORRIS OXFORD

1955 (March) Series II Morris Oxford traveller, 19670 (Morember) Morris Oxford saloon, black, low misea, especies; £890.—F. L. Cramore, Ltd. Tel. Potters Bar 2040. (C1062 1954 only run 8,100 miles, heater, newish condition, extremely well maintained; £715; cash, part exchange or deferred.—E. J. Baker & Co., Ltd., Durking 3822. MORRIS OXFORD

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MORRIS EIGHTEEN

665 tion.—A.Z. Motors, 100, Palmerston Rd.,
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(C1011

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heater, \$2,000 miles, an exceptional car.

Metal, \$0.00 miles, and exceptional car.

Metal, \$0.00 miles, and exceptional car.

Metal, \$0.00 miles, and property car.

Metal, \$0.00 miles, and some car.

Metal, \$0.00 miles, and some car.

Metal, \$0.00 miles, and colours, biddless, \$0.00 miles, \$0.00 miles

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C.o.d.—Stockwell Rd., S.W.S. Brixton 6251.

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PAGKARD

1949 Peckard Clipper covilider, radio, beater, resonditional clipper covilider, radio, beater, resonditional clipper Rd., Lendon, N.W. S. COTT CARS, 347. Finchier Rd., Lendon, N.W. S. Tell. Hampstead 7779.6678.

1939 Packard Super 8 limousine.—Autowork. Ltd., 1932 Southgate St., Whinester. Tel. 4965. [Cl010]

PACKARD 1959 action, 33hp., ex. mech. cond., and app., reason, mileage, new tyree, heater, overdrive; 1950 n.o.—Arn. 7758.

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PACKARD Sole Concessionaires, Packard Buildings Great We t Rd . Brentford, Middlesex. Ealing 3400

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108 THOMPSON (MOTORS), Ltd., require 1019,178.

-91-95, Fulham Rd. S.W.3. Kensington 4850.
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1952 Renault, grey, excellent condition, 21.6 miles; £450 o.n.o.—Mou. 3392, 8-9 morni

1772 miles: £430 c.n.o.—2001. SNS. of the control o

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ILEY, 1952 (Oct.), R.M.E., chassis, one owner, I.G., (1950), Control of the contr

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PELET 24,-liter roadster, specimen. 1950, £545; Riley Lifer 24,-liter asleon. 1948, £545; Riley 14,-liter asleon. 1948, £545; Riley 14,-liter asleon. 1948, £545; Riley 14,-liter asleon. 1948, £245; Riley 16,4 Adelphi saloon. 1958, £245.

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MMEDIATE hire purchase, insurance and part exchanges. See also under 'Sport Cars.'

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1938 Riley Big 4 Adelphi saloon, remarkably well mechanically excellent; £225. Elin Autosaice, 68, Hart-field Rd., Wimbiedon 8.W.19. Cherrywood 1615. 1626. 1947 Rydens Ave., Walton-on-Thames. [5708. 1954 (aluly) 11;-hirs Riley, cresm, 7.000 miles, images, 1954 (aluly) 11;-hirs Riley, cresm, 7.000 miles, images, 1954 (aluly) 11;-hirs Riley, cresm, 7.000 miles, images, 1955 (aluly) 11;-hirs Riley, cresm, 7.000 miles, 1955 (aluly) 11;-hirs Riley, cresm, 7.000 miles, 1955 (aluly) 11;-hirs Riley, cresm, 7.000 miles, 1955 (aluly) 11;-hirs Riley, cresm, 1955 (aluly

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1952 Riley 2'4-litre saloon, finished black and red.

over only: 2750.

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1950 Riley roadster, exceptional condition throughcourt, £555,
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1938 Mestrel overdrive, superb condition; £275.

EASIEST of terms, exchanges.—7, George Yard. Grosvenor Sq., W.1. Mayfa.r 0131. 1947 (July) Riley 1½-litre saloon; £450

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1953 duo colour, radio, heater, taxed, year, mice price of the colour, radio, heater, taxed, year, heater, taxed, year, and the colour of the

1937 (late) Riley 9 Mertin macound 4767 evinings or week-ends.

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1954 R.M.V. radio, taxed year 21.195.—The Barnstanle Motor Company, Tel. 2264, 19511

1951 (Nov.) Riley 24-litre saloon, black/green 1951 (Nov.) Riley 24-litre saloon, black/green 1951 (Nov.) Riley 24-litre saloon, black/green 1952 (Sept. 1952) and 1952 (Sept. 1952) and 1953 (Sept. 1953) and 1954 (Sept. 1954) and 1954 (

Brepairs.—102. London Ru., 10079 R 1952 (July) Riley 24-litre, in first-class condition; tion; remains mileage 45,000; £775.—5awter. Hitts Factories of the first-class condition; £255 or exchange 1953.—4 Ford Pogulat.—Raynolds, M.C.A. Hostel, Bovingdon Airport, Berts. 19673 Rivers of the first power of the first pow

2587. Riley 2½-litre salocn, modified suspension. Wilkin, Lid. 1, Weston Park, Kingston, Kin, Slot. 1952. Riley 2½-litre saloon, colour green, excellent condition throughout, ose to A.A. or R.A.C.

1947 Riley 1V-litre saloca, erry and black, engine more manifer, radio, perfect; £475.—Daniel, £6, North Dovernanied, radio, perfect; £475.—Daniel, £6, North Dovernaniel, £6, Dovern leather, radio, written guarantee; terms, enchanges; trade enquiries

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K-new: excellent concition incide and out: £475:
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1950 (June) 2½ saloon, black with tan leather,
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THE Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce care in sided.

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ROLLS-ROYCE 20/25 fitted very modern 2-door
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GATEHOUSE Offer: 1949 Singer 1500, black, first-class condition; £455, 1951 £395. Gatebouse Motors, Ltd., Highgate Village, London, N.S. Tel Mountview 4444. [C2021]

1952 (May) Singer S.M.1500, 4-door de luxs lamps, one owner, low mileage, excellent condition; 6495.—Automobilia. Ltd., Pippbrook Garage, Dorking 4503.

JACK POZNER (AUTOS) offer:-

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1950 Singer 3 M. 1500, black, as new; 2479,—305, Bendon Way, H. W. 4. Henden 1423-4.

Singer 1 M. 1500, black, as new; 2479,—305, Singer 1 M. 1500, black, as new; 2479,—305, 1400, as new; 2479, as ne

1952 Singer 8.M.1500 saloon, coronation blue, beige interior, equipped with heater and BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774.

A REA dealers, new and used models always in stock, spare parts service.—Bottomgate Motors, Ltd., Botton Red.; Darwen (778).

1950 Singer S.M.1500 saloon, first reg. December 1950 1948, Standard specification, maroon, ouijoned with heater: E378.

PARKERS, Ltd., Bradshawgate, Bolton 4080.

PARKERS, Ltd., Bradshawgate, Bolton 4080, (C3062, 1947) Singer 10 saloon, black, leather upholstery, aun roof, wonderful example of this economical model. Elin-Vare Motors, 472 Archwsy Rd. 1951, Singer 1500, colour black, small milesge, excellent condition throughout, one create since new £485; 3 months' guarantee in p. terms and exchanges.—Tel. Tudor 8075, Fitzroy 6293, (9622, HILLS GARAGES (WOODFORD), Ltd.—Singer distributors.—Ex-demonstration cars often availables at special prices; usual terms, ½ down, 2 years to bay.—Buckhurst 0541. See our devolux advertisement. SIRGER roadster, 1989, in superb condition, brand on the product of the second prices and the second prices are second prices.

Singer Cars Wanted

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OWLAND SMITE'S, the Car Buyers.—Highest cash
prices for Singer.—Hampstead (Tube)
N.W.S.
Ham, 6041
H. A. SAUNDERS, Ltd., Golders Green, require:— SINGER cars for cash.—140/144, Golders Green Rd., N.W.II. Speedwell 0011. [W3004]
ANCASHIRE'S premier stockists.—Coulthurst & Corimshaw, Whalley New Rd., Blackburn. [5106]

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2.175 — B.S.A. Scoul sports 2-seater 1935, perfect
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little 2 mass many, many more in stock; our hirepurchase terms are made especially to suit you.

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VRITTER suarantee, immediate h.p. and insurance
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BM.T.A., M.A.A.
ROM over .80 in stock all plainly marked with year
ALARD 71k 2-seater, roadster, 1949, £325; Allard
71kl drop head coupe, 1949, £355.
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LPA-ROMEO 2.5 s/c Coatama coupe, 1934, £345;
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Bentley 5-litre coupe and dickey, 1927, £145.
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10hp 2-seater, 1950, £1,325, £185;
Bs.A. Scout 10hp tourer, 1938, £185; Bs.A. Scout
10hp 2-seater, 1950, £1,325, £185;
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conceivable extra. 1950, £1,325, £185;
Bristol. 402 2-litre worth saloon, 1948, £735;
Bristol. 402 2-litre worth saloon, 1948, £735;
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conceivable extra. 1950, £1,325, £185;
Bristol. 402 2-litre worth saloon, 1948, £355.
Bristol. 402 2-litre worth saloon, 1948, £355.
Bristol. 402 2-litre bow chassis 100mple 500, £355.
Bristol. 402 2-litre bow chassis 100mple 500, £355.
Bristol. 402 2-litre low chassis 100mple 500, £355.
Bristol. 402 2-litre low chassis 100mple 500, £355.
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B. & G. MOTORS offer:-

£295 -M.G. 2.6-litre 1939 open sports tourer, ex-

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lant twin. Wolseley. Hornet Daytona 12 open sports
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£120 -Singer 972cc competition model 2-seater.

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645 cm.—M.G. Midget (May. 1954) T.F. 2-seater,
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MEDICINY MOTOR., Universe House, \$25-6 Harrow
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1954 Standard S saloons, we can offer a choice of 4 4 of these economical cars; prices from \$450-48465; unique guarantee; terms, part exchanges, cars motor cycles. 38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869 Also at 379, North Circular Rd., N.W.10. AUTO SALES, Ltd., Standard and Triumph OFFER used cars of exceptional quality:—

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R. A.C. Rally winning conversion, see our advert,
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LEXANDER ENGISHERING Co., Ltd., Hadden,
55 Millioge, each age, 250,—Worthing, 5123,
1954 Standard 8 A-door seloon, 7,000 miles, as,
1954 Standard 8 A-door seloon, 7,000 miles, as,
1955 Garge, Swiss Ccttage, NW 5. Priminger 1127 105020

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1954 Standard S saloon heater, colour grey, small mileage; £485.
THE FORGE GARAGE (PETERNHAM), Ltd., 192, Petersham Rd., Petersham, Richmond Tel Rich-Petersman ital., recersman iticimiota tel.

1954 istandard 8 saloon, black, hester, immacugozel. Det & Clarke, Ltd.—1954 Standard 8 saloons,
Ltd.—1954 Standard 8 saloon,
Ltd.—1955 1954 Standard 8 de iuxe saloon, Salvador l'Unione 1954 Standard 8 saloon, Salvador l'Unione 1954 (Calvador 1954) Salvador 1954

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1954-5 Standard 10 saloon, dual tone, grey and black low mileage, one owner; 2578; nalique guarante black low mileage, one owner; 2578; not ow

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1946 Standard 13 d.h.c., new hood, excellent tyres,
paper ounsed; 2.525.—Tel. of 1958 Hill 5200.

CAMDEN MOTORS offer the following Standard 12hp
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14hp and Vanguard saloons and estate cars.

Standard 12hp op head foursome coupe, 1948,
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meters of the standard of the standard 12hp
to above but of late pre-war manufacture (1959,40),
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Original and most traffs, a one owner car in
carefully used and regularly serviced all round,
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\$325 — 1948 saloon de lute, one doctor owner from new works reconstitued englie has been fitted: extremely well-kept vehicles englie has been fitted: extremely englie has been fitted englie has been fitted englies. Extremely englie has been fitted englies englie eng

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RAYMOND WAY. The hire-purchase specialists.

1952 Standard Vanguard saloon, comet blue, with upholstery to match, one careful owner only, radio, heater, overdrive fitted, in extremely immaculate condition, 549 guiness or £11/9 deposit, balance 54

cond.tion; 529 guiness or extended to months.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under E200 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo link, 1907). BENTALLS, Ltd.

1950 Standard Vanguard estate car, radio, heater, 1950 Standard Vanguard; £445.—Kingston-on-finances, Kingston 1001.

1953 Standard Vanguard Phase I saloon, black with red Vynide upholstery; £550.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. NEWSHAMS, Ltv.

1954 Standard Vanguard saloon, 5,000 miles, 18 WNHAM House, 255,7.9, Hammersmith Rd., London, W. 6. Riverside 4646.

1954 Vanguard estate car, 15,000 miles, one owner; P USSELL MOTORS (KNIGHTSBRIDGE), LAd., 47. RUSSELL MOTORS (KNICHTSBRIDGE), Ltd., 47, Sloane St., W.1. Sloane 9288. [C3060]

1954 Vanguard, 5,200 miles only, beige, with Tygan upholstery, absolutely as new, one owner; 45. 6-8, Bishopsbridge Rd. W.2. Ambassador 1061. iC2085 PHILIP RICKARDS, Ltd., offer:-

1951 Standard Vanguard saloon, black/red, radio, heater, 22,000 miles; part exchange; deferred terms.—4, Brick Bt. Park Lane, London, W.I. Tel. Grosvenor 4772-5. [C3051 CHARLES FULLETT, Ltd., offer:—

1953 Vanguard estate car, grey, red leather, dition; 272 Appendix of the control of the control

SERVICE, Works and Stores: Barnsdale Yard, off Eigin Avenue, W.9. Cunningham 5956. [C2010 WARWICK WRIGHT, Ltd., offer:—

Standard Vanguard saloon, blue with red
feather, fitted heater, 6,000 miles; £695;
another WRIGHT, Ltd., 150, New Bond St., W.I.
Mayfair 9761.
UV SALMON AUTOMOBILES offer:—
(C4045

1954 Standard Vanguard Phase II, 15,000 miles, 1952 (October) Standard Vanguard State Car, 1952 (A.000 miles only overfave and heater, rev/b ue interior, thoroughly recommended; £695.—Portamouth Rd., Thames Ditton Emberbrook \$551-2-5, MEBES & MEBES, Ltd. (Est. 1893) offer:—

1952 (Oct.) Standard Vanguard saloon, metallic green, beige upholstery, heater, H.M.V. radio, wing mirrors, loose seat covers, windscreen wasner, Undersealed, moderate mileage, carefully maintained by one owner; £485.—The Broadway, Mill Hill, N.W.T. Tell. Mil. 2000.

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Standard Vanguard saloon: £475; also

1952 Standard Va vuard saloon, all extras: £525
Tel. Hendon 6084-5.
DENHAMS GARAGE (ESHER), Ltd., effer:—
(C2034)

STANDARD Vanguard, July '54, red leather, virtually as new, 2675.—High St., Esher, Surrey, Tel, 3560 WOKING MOTORS MAYBURY HILL), Ltd.

1953 Vanguard estate, 14,000 miles in new con-dition throughout; £715.—Woking 4277-8. BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:

1952 Vanguard saloon, jade green, radio, heater, loose covers Ace Rimbellishers, and many other extras; 5550

BERKELEY Sq., London W.I. Grosvenor 4848

BERKELEY Sq. London W.I. Grosvenor 4845
1952 Standard Vanguard black, heater, one owner;
1951 (October) Vanguard: £445.—Vandervellis, 215.
1954 Sheventoe, High Year, W. Primore 4641, 1961
1954 Standard Vanguard saloon, 2-tone paint, 1955 Standard Vanguard saloon, 2-tone paint, 1955 Standard Vanguard saloon, 2-tone paint, 1953 miles, radio, heater, £655.—Brilish & Colonial Motors, £64, 264, Upper St. Miles, Tone 1958 Standard Vanguard Phase II saloon, 7,000 miles, radio, heater, £655.—Brilish & Colonial Motors, £64, 264, Upper St. Miles Tube Standard Vanguard hlack, heater, 4 CRES AUTOS, £64, 10 & 11, Asoot Paraek, S. W. ACRES AUTOS, £64, 10 & 11, Asoot Paraek, S. W. ACRES AUTOS, £64, 10 & 11, Asoot Paraek, S. W. ACRES AUTOS, £64, 10 & 11, Asoot Paraek, S. W. A. CRES AUTOS, £64, 10 & 11, Asoot Paraek, S. W. A.

1949 (Dec.) Standard Vanguard saloon, radio and beater, a very slice car, 3 mosths' guarantee;

C&W MOTORS Ltd., Queens Head Garage, 1954 Vanguard estate car, 9,000 miles, as nev

STANDARD VANGUARD

STANDARD VANGUARD

1954 (March) Standard Vanguard Estate car, 4,000 miles only: E775.

GLORGE NEWMAN & Co., 369. Euston Rd., London, N.W.I. Euz. 4466.

1952 Vanguard, grey, heater, 4 months' guarantee only: C3023 condition, 1952 global condition, grey, heater, 2 months guarantee on the condition of the conditio

(away weekend).

1953 Vanguard estate car, one owner, amail mile folium of the country of the co

W14. Wes. 6631.

1949 2830 o.n.o.—Evenings S. Baicslava Rd. 1949 2830 o.n.o.—Evenings S. Baicslava Rd. 1949 2830 o.n.o.—Evenings S. Baicslava Rd. 1952 age 35.000; £495—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. (C4051 STANDARD Vanguard Phase II saloon, overdrive, etc., 2615; 516 of the Vanguard saloon, colour green, mileding to the Vanguard Phase II saloon, overdrive, etc., 2615; 516 of the Vanguard saloon, grey, heater, 1953 il., 1000 miles, as new; £585—6. B. Hall, Ltd., 502-506. King St., Hammersmith, W.S. Riv. 2881.

1951 Lionauly Sound condition, bargini, £450.—18. 1000 miles, as new; £585—6. B. Hall, Ltd., 502-506. King St., Hammersmith, W.S. Riv. 2881.

1952 Cockober Standard Vanguard, conceptuly used exceptions of the condition of the conceptual condition. Tel. Hilliads 6503/985.

1953 of Ecil deposit, balance 24 months.

McLarken & COX. Ltd., 262. High Rd., Finchley, N.12. Tel. Hilliads 6503/985.

1953 black/red leather, overdrive, heater, taxed Phase II saloon, grey, roignal condition, as new, part exchange, hire purchase; £460.—18. Lex Britands Charles (1958). Black/red interior, one owner, 52.000 miles genume, original condition, as new, part exchange, hire purchase; £460.—18. Lex Britands (1958). Black/red interior, one owner, 52.000 miles genume, original condition, as new, part exchange, hire purchase; £460.—18. Lex Britands (1958). Black/red unterior, one owner, 52.000 miles genume, original condition, as new, part exchange, hire purchase; £460.—18. Lex Britands and maintained by ourselves, excellent condition throughout; £555.

KJ MOTORS, Ltd., Bromley. Rav. 3848.

£435!!—Standard Vanguard saloon, Jan. 1951.
in 100% nechanical order and of good appearance. leather, heater, for and spotlights; choice of the control of the cont

Edgware 4464. [Cl: 1953 (May) Vanguard Estate car 4-door, heal A. Gouldbourn & Son, Ltd., Hartshill. Stoke-on-Tro

S.W.19 Liberty 3456. [Cl077]
TANKARD & SMITH, Ltd., offer 1952 Standard valgound saloon, Comet blue/blue one owner, nominal milesare, outstanding condition; £252; 3 months' written guarantee.—194/198, Kings Rd., Chelesa, S.W.S. Flaxman 4801.

1953 Phase II Vanguard saloon, black with red interior, fitted radio and heater, one owner, new condition throughout; £600, cash or is,p.—Coles Garages, Ltd., 42, Worple Rd., S.W.19, Wimbleden ples

0199.

X 1951 (October) Standard Vanzuard 4-door leather estate car; blue and chromium with blue leather; estate car; blue and chromium with blue leather; estate car; blue and chromium with blue leather; estate car; blue and car; estate car; esta

OWLAND SMITE'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube). N.W. S. Ham. 604!

A LMGST new Vanguard required immediately.—54.

A LMGST new Vanguard required immediately.—54.

Streatham Hull 8 W.2. Tulee Hill 2676. [W3016 WHY accept less for your Standard Vanguard saloon, phase I or phase II, or estate car, when you can get its full market value from:—FERRARIS OF CRICKLEWOOD Ltd. 200-220.

Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-days 8 a.m to 6 p.m. [W2008 D.]

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R OWLAND SMITE'S, the Car Buyers.—Highest cash Prices for Standard.—Hampstend (Tube), N.W. 184016/R Markon McTorR Ca., Ltd., for rour Swindler Markon McTorR Ca., Ltd., for rour Swindler Markon McTorR Ca., Ltd., for rour Swindler N.15. Excellent cash prices paid for good Cars.—H. F. Edwards, 26-30, Unper High St., Epsom, Surrey. Tel. Epsom 9400.

STANDARD spares all models from 1836 by return of post; gene spares all models from 1836 by return of post; gene spares all models from 1836 by return of post; gene spares all models from 1836 by return of post; gene spares all models from 1836 by return of post; gene spares all models from 1836 by feet spares from 1836

Bendix stockista.—Arcaus 197508/9.

STEYR 10hp streamlined saloon, 1937 model, outstand-singly interesting advanced design, race and pinlon steering, independent bace suspension, central oiling, excellent condition, spares obtainable; £150.—Jaeger, 49, Chalfont Rd, Oxford.

STUDEBAKER

1954 Studebaker, Partna type body, 3,000 miles, as new.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd, South Kensington, 8.W.5. Kensington 4858. \$2.5 Fullnam Md., South Rensington, S.W.S. Kensington and Color of the Color of the

Wallstein MOTORS, Ltd., offer:—
1955 verible, duclassent blue, milesge only 5,000, radio, spot duclassent blue, milesge only 5,000, radio, spot milesge only 5,000, radio, spot milesge only 5,000, radio spot milesge on

SUNBEAM ALPINE
R. F. FUGGLE, Ltd., offers:—

1954 Sunbeam Alpine, specially finished is black, supplied by us new to the one owner, 8,000 miles, complete with additional accessories; 5900.—R. F. Fuggle, Ltd., Bushey Heath, Herts. [C3017 WARWICK WRIGHT Ltd., offer-

1953 (October) Sunbeam Alpine Roadster, sapphire and heater, 6,000 miles; £895.

WARWICK WRIGHT, Ltd., 150. New Bond St., W.1.

Mayfair 9761.

SUNBEAM-TALBOT

NM SEE Welbeck Motors' advertisement for a nearly new Sunheam convertible under "Sunbeam" heading of 1,24049 is issue. OM GARNER, Ltd., offer:-

1954 Sunbeam-Talbot 90 Mk. IIA sin., ivory, 2,800 mis, only: £1,045 mis, only: £1,045 mis, only: £1,045 mis, only: £1,045 mis, only: £1,000 mis; £845. Tom GARNER, Lid., 10-12, Peter St., Manchester, 2. Blackfirats \$265-67. [C2020]

1952 Sunbeam-Talbot Mark II convertible green. G995.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd.
Kensington, London. F.axman 0052/7255/7154.
GUY SALMON AUTOMOBILES offer:—

1953 Sunbeam-Talbot 90 saloon, Dunlop whitewall tyres, radio and heater, one owner, 18,000 miles are supported by the sunbeam-Talbot Alpine sports 2-1953 seater, ivory/red leather 15,000 miles only from new, one owner immaculate, £795.—Portsmouth Rd., Thames Ditton. Emberrook 5551-2-5. (C400) COMBS & 8088 (GUILDFORD), Ld., offer:—

1954 Subbeam-Talbot 90 convertible, 10,000 miles, and radio, perfect throughout: 21,000.

1952 Subbeam-Talbot 90 convertible, 10,000 miles, and radio, perfect throughout: 21,000.

1952 Subbeam-Talbot 90 drop head coupe, radio and heater. 22,000 miles: 2650.

COMES & SONS (GUILDFORD), Ltd., 8t. Catheries Rd., Portsmouth Rd., Guildford, Surrey, Cloff, Convertible, heater and host of extras, superb ANOTHEER at above brown with red new vyside hood: £655

A NOTHER as above brown with red new vymbod bood; 4565
A LEXANDER ENGINEERING Oo. Ltd., Haddenham Bucks fel. 565. (Close SunBsAm-TALBOT so, 1952, drop head coupe, one owner, 2.500 miles since rebore, brouse coachwork, black bood, red upholocre beater, medic spoul and for financial ressous, available Huddersfield district for any trial.—Offers to Box 2768, or ring Honley 2279, evenings.

WOKING MOTORS (MAYBURY HILL), Ltd. 1951-2 Taibot 90 coupe, heater, Mark II, small Woking 42/7. E855.—
RICHARDS & CARR, Ltd., are always best value. Worting 42/7.

RICHARDS & CARR, Lid., are always best value.

1954 (May) Mark IIa convertible black, heater, acreen, sprays, one owner; £595.

1954 Mark IIa sacon, pasker, screen sprays, etc., one owner; £395.

35. Kinnerton St., London, S.W.I. Tel. Elloane 5424.

1950 Sunbeam-Taibot 90, radio, in outstanding condition, absolutely as new £355.

COTT. And the condition of the condits of the condition of the condition of the condition of the cond Denoze, contanding openmen £535.

SUNBEAM-TAILBOT 30 saloon, Mark II series, 1951, black, rod feather, heater, Ace Rimbelliahers, wing mirrors, lust fully overhauled by distributors: \$200.

SUNBEAM-TAILBOT 30 coupe, Mark II series, 1952, SUNBEAM-TAILBOT 90 coupe, Mark II series, 1953, SUNBEAM-TAILBOT 90 coupe, Mark II series, 1953, SUNBEAM-TAILBOT 90 Mark IIA saloon, 1954, indistinguishable from new, choice of two low-mile-distinguishable from new from the low-mile-distinguishable from new from new from the low-mile-distinguishable from new from new from the low-mile-distinguishable from new nsidered.—Brown, Lee, Manager with grey (evenings) Sunbeam-Talbot 90 saloon, in grey with grey, perfect car in every way; £535.—Conway Hove), Ltd., Kings Rd., Chelses. Flaxman [9220 1950 Sunceam-Tailoo 30 saloof, in grey with grey, with grey, what the grey control of the contro

SUNBEAM-Talbot cars for cash.—140/144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]
PRIVATELY owned S.-Talbot 30.—5, Brac Court. Kinston Hill. Surrey. Tulse Hill 2768. [W2037]

Sunbeam-Talbet Cars Wanted R ROOTES, DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars. BIRMINGHAM .- Lower Temple St. (Central 8411). MANCHESTER,-129, Deansgate (Blackfriars 6677). MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3252.) ROCHESTER.—(Chatham 2231.)
WROTEAM Heath.—(Borough Green 4.) ROOTES, Ltd., Devonshire House, Piccadilly, W.1. R OWLAND SMITE'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampatead (Tupe) N.W.5. Ham. 6041.

A _ Ham. 6041. SWALLOW DORETTI H. A. SAUNDERS, Ltd., Golders Green H. A. SAUNDERS, Ltd., Golders Green, offer:—

1955 Swallow Dorettl 2-seater sports, ivory/black hide, heater, Perspex side screens, hood quarter lights, one owner, 1.430 miles: £996.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.II. Spectwell 001 (10 lines). (C4004 Talbot 18 black saloon, good running order, amart phanance; £125.—Beckenham 6734 between 6 and 7 phanance; £125.—Becken Rowland Smith, hampstead (hampstead Tube). Hampstead 1991.

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B. J. HUNTER, Ltd., offer:— 1950 Triumph 2000 saloon, fitted radio, heater, unmarked, £325.
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1952 Armstrong is manual sear box fitted superb station wagon, 21,000 miles, genuine; £385.
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1953 (September) A70 Countryman, hide, heater, radio, in superb condition, 20,000 miles

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COACHGRAPT OFFE £395 o.n.o.—1948 Alvis 14 estate brake, very care-avaliative, most useful vehicle, three months' mechan.ca guarantiee, terms to sui, and exchanges.—Coachcraft, Blum Go. Evenham. Tel. 6850 OVERBEAK CARS, Ltd., ofter:—

1954 Bedford Dormobile, blue, grey, many extras, 1.500 miles-odd only; £775. For other Over-seas extra baryakin see page 98 Brompton Rd., Knights-bridge, S.W.3. Kensington 7475. (73031 WANSTEAD MOTORS, Ltd., offer:—

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1950 Vanguard estate, 25,000, grey, beautiful con titon, heater, roof-rack, radiator, blind £450.—Frensham 13.

1950 ditrob, beater, root-rack, raciator, plants, e250.—Prensham 15.
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1955 Dormobile by Walter Martin, works mileage offer.—Caperwars Hall. Carnforth. car 1953., one offer.—Caperwars Hall. Carnforth. car 1954. See offer. Caperwars Hall. carnforth. car 1

Bedow Bedford Dormobile 1953, used privately by 595 one owner, interior trimming throughout. Furnakalis Of CRICKLEWOOD Ltd. 200, 200, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 am, to 6 p.m. (2008 1955 Bedford Dormobile and Spurmodilities, Bedford Dormobile and Spurmodilities, Cricklewood Broadway, R.W.2. Gladstone 2006.

1952 Ford 10 Martin Walter Utilecon, nice condition, mileage 29,000: Gordon Wooderson, 48a. Drewstead Rd.,

Dermobile (Feb., 1965), grey, 400 miles, Moultand parties of the conversion, many extrast taxed end of a control of the conversion price 2505.—Tho, 1897, Hes. 6, High BEFORD Dermobiles by Martin. ROWLAND SMITH'S for utility cars.

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1953 Vauxhall Wyvern saloon, heater, green with 16. Uxbridge Rd., Ealing, W.S. Ealing 6600. (Close Classification of Cla

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VAUKHALL Wyrern saloon (September, 1953) b
one owner, absolutely immaculate; 2655nich owner, absolutely immaculate; 2655light Rd. N.12 Finchiev 0.94

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saloon, brown, 3

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Ver condition, nog a scrach, seme extras; £600.

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10d., 312, Early Coulon of St.,
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1953 leather, in very good order throughout; 8635,
written guarantee; terms, exchanges; trade enquiries welcomed.

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38., W.J. Lan, 1343.
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ALMOST new Velox required immediately —54.
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1938 Vauxhall 85 Tickford frop head 7-seater, one
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Al.WAYS a good selection of used Vauxhalls in stock;

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Richmond, Surrey.
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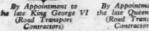
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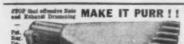


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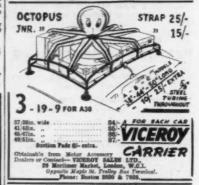
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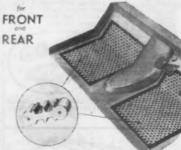
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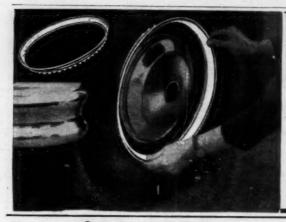
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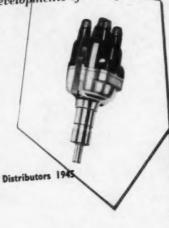
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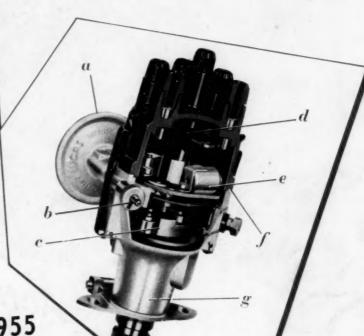
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